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American Railroad Journal.

New York, Saturday, December 4, 1875.

Union Pacific Railroad.

The decision of the United States Supreme Court in the case of the Union Pacific Railroad Company against the United States, delivered on the 29th ult. by Associate Justice Davis, is the unanimous expression of the Court. It opens with the statement of both sides to the case, which involves the retention or nonretention by the Government of half the compensation due the road for the transportation of mails and military and Indian supplies as reimbursements for interest paid on the bonds issued to the corporation to aid the construction of the railroad.

One of the grounds for the retention is the general right of set off. It is true, says the court, that this right, as a general principle, exists in the Government, and is commonly exercised when settling with those having claims against it, but manifestly the rules applicable to ordinary claims for services rendered to the United States do not apply to this controversy. The bonds in question were issued by the United States to aid the construction of a great national highway. In themselves they do not impute an obligation on the part of the corporation to pay them, and whether,

when the Government has paid the interest on them, an obligation arises on the part of the corporation to refund it depends wholly on the conditions on which the bonds were delivered to the corporation and received by it.

The Court goes on to review the legislation of Congress, and the reasons which made imperative a national highway to the Pacific, which would bind together the widely separated parts of the common country, and furnish a cheap and expeditious mode of transportation for troops and supplies; and it was felt that the Government could not justly ignore the necessity of building this road. So strong and pervading was this opinion that it is by no means certain that the people would not have sanctioned the action of Congress had it charged the Government itself with the direct execution of the enterprise. Besides, there was a vast unpopulated territory lying between the Missouri and Sacramento rivers, practically worthless without the facilities afforded by a railroad for the transportation of persons and property. With its construction the agricultural and mineral resources of the territory could be developed, and settlements made where settlements were possible. Cheaper transportation was needed for the mails and for transporting supplies for the army and the Indians.

The building of the road was universally deemed a bold and hazardous undertaking. It is nothing to the purpose to say the difficulties disappeared in a measure and that the road was constructed at a less cost than was considered possible. No argument can be drawn from the wisdom that comes after the fact. The project was not conceived for private ends, and the prevalent opinion was that it could not be worked out by private capital alone. It was a national work, originating in national necessity and requiring national assistance.

The policy of the Government, to say nothing of the supposed want of power, stood in the way of the United States taking the work in its own hand. Even if that was not so reasons of economy suggested that it was better to enlist private capital and individual enterprise. True, the scheme contemplated profit to individuals, for without the reasonable expectation of that, capital could

not have been obtained, nor the requisite skill and enterprise. But the Government sustained the enterprise to advance its own interests, and it endeavored to enlist private capital as the means of securing the building of the road to be used for governmental purposes.

Whatever obligation, therefore, rested on the company must depend upon the true meaning of the enactment itself, viewed in the light of contemporaneous history. The court goes on to construe the acts incorporating the company. Even the title to the original act of 1862, which seems to have been a subject of special consideration, declares the national character of the work. The body of the act contains the expression that its object is to promote the public interests and welfare, and to secure to the Government at all times, but particularly in time of war, the use and benefit of the same for postal, military and other purposes. If this bill had been equally explicit in relation to the bonds, there would have been no occasion for this suit, but in that particular there is no serious difficulty in getting at the true meaning of Congress. It proffered the inducement to build the road in the way of lands and interest bearing bonds of the United States.

There is no controversy about the terms on which the lands were granted, and the only point is the nature and extent of the obligations on the company to pay these bonds. It is not doubted that the Government is to be reimbursed, principal and interest, but the precise question for decision is whether the company is required to pay interest before the maturity of the principal; the solution depends upon the meaning of the 5th and 6th sections of the act of 1862 and the 6th section of the act of 1864.

The manifest purpose of the 5th section of the act of 1862 is to take a lien upon the property of the company for the ultimate redemption of the bonds, principal and interest, but the way and time are left to further provisions. That the Government was expected in the first instance to pay the interest is clear enough, for the mortgage was taken to secure the repayment of the bonds, together with all the interest thereon paid by the Government. When repayment is spoken of it is

understood that something advanced by the United States is to be paid back. Had it been the intention of Congress that the corporation itself should pay the interest on the bonds as it fell due, the phraseology appropriate to such a purpose would have been used, but when and how the reimbursement was to be made was to be in conformity with the terms prescribed in other portions of the act. There are three things, and three only, which the corporation is required to do, considering the bonds in the controversy:

First, to pay said bonds at maturity; second, to allow the Government to retain the compensation due to the corporation for services rendered, to apply the same to the payment of bonds and interest; third, to pay over to the Government, after the road has been completed, 5 per cent of the net earnings of the road, to be applied to the payment of bonds and interest.

It is sought to give to the word maturity a double signification, applying it to each payment of interest as it shall fall due, as well as to the principal; but this is extending the application of the word beyond its natural and obvious meaning, and is contrary to all legal rules. Courts cannot supply a deficiency in legislation nor afford relief because deficiencies are supposed to exist. The phrase, to pay the bonds at maturity, does not bear the sense sought to be attributed to it. It applies obviously to the obligation to pay both principal and interest, but it does not imply the obligation to pay the interests as they accrue and the principal when due. The failure to perform the conditions is declared a forfeiture, and if the natural meaning is adopted for the phrase "maturity" there can be no forfeiture until the bonds themselves mature. Besides this, when Congress imposed those conditions it well knew that the undertaking of the Government bound it to pay to the holders of any bond interest every six months, and principal at the time the bond matured.

The right to retain the amount due to the company for services rendered and to apply it toward the indebtedness of the company cannot be construed into a requirement that the company was to pay the interest from time to time and the principal when due. It is fair to infer that Congress supposed the service to be rendered by the road to the Government would equal the interest to be paid, and that was not an unreasonable expectation.

Congress did not act for the benefit of individuals, but for an object deemed essential to the security of the country as well as to its prosperity. There is enough in the scheme, in the act, in the purpose contemplated by it, to show that Congress never intended to impose on the company the obligation to pay current interest.

By the act of 1864, the grant of lands was doubled and the Government lien was made a second instead of a first mortgage, and a provision was inserted that only one-half of the amount due by the Government for transportation should be required to be applied to the payment of the bonds issued by the Government in aid of the construction of the road. The subsequent acts of Congress in relation to the bringing of suits in the Court of Claims are alluded to, and the Court finally concludes to affirm the judgment of the Court of Claims.

The Grand Trunk Railway of Canada and Eastern (Mass.) Railroad.

A correspondent of the Boston Journal, writing from Montreal, Canada, under date November 27, 1875, says that "within the past two or three days the railway centres of this city, the Corn Exchange and other resorts of the prominent capitalists and railway gentlemen have been rife with rumors to the effect that the Grand Trunk Railway Company of Canada, through its officials, was seeking to get control of the Eastern Railroad of Massachusetts and its connections between Portland and Boston. In fact these rumors have become extensively circulated, and have not as yet received any confirmation or denial on the part of the officials of the Grand Trunk Railway. Ever since the recent investigation into the financial condition of the Eastern Railroad by the investigating committee and the large debt of that corporation becoming known, and also the alleged fact that an agent of the Baring Brothers was inspecting the road for the purpose of reporting to the Messrs. Barings the real condition of its affairs, the daily quotations of its stock and bonds have received more than a casual glance from financial men here. It may safely be asserted that out of all these rumors there is most certainly some ground for the report, since the officials neither confirm nor deny them.

"It will be remembered that a little more than a year ago the gauge of the Grand Trunk Railway was altered from broad to narrow; the rolling stock of freight and passenger cars, together with many hundred engines, were altered to a corresponding gauge: and the expense of this enormous undertaking amounted to many millions of dollars. With this alteration the company has been enabled to send its cars in all directions without break of bulk in freight. And it is now asserted by persons well versed in railroad matters that one of the principal objects in view when this change was made was to seek tidewater at Boston, at some future day; and that the Grand Trunk officials foresaw what the Eastern Railroad would be compelled to do, and have been keeping their eyes upon every move made by the Eastern officials.

"The city of Portland now gives to this wealthy English Corporation an outlet at tide water, but should they get control of the Eastern Railroad and its connections, Boston would no doubt benefit from its consummation and have another route to the West via Portland and Montreal.

"Talking with a prominent financial and railway gentleman, he informed me that before any steps could be taken to consummate any such project as has been talked of for the past three days two questions naturally arose, and which would require considerable attention. In the first place, he said there are more than \$3,000,000 of six per cent. gold bonds of the Eastern Railroad Company held by foreign capitalists, and by the recent statement of the investigating committee nearly twelve millions of the company's debts are held in the United States. Looking in a business like way at the proposed project, the question arises, would such an undertaking pay? Again, the through business to the West from Boston is largely over estimated. Its real value to day is scarcely enough to pay for the expense of carrying it on. The rates are not paying rates, and

from actual figures shown me not a fortnight ago the entire freight and passenger business via the National Despatch, Central Vermont, Red, White, and Blue Lines, Merchants' Despatch, and all the other freight lines have for many months past scarcely paid expenses. These are two serious questions, and the Grand Trunk officials if they have any such idea of controlling the Eastern Railroad will most certainly take them into consideration."

Baltimore and Ohio Railroad.

At the annual meeting of the stockholders of the Baltimore and Ohio Railroad Company, held in Baltimore on the 15th ult., the following Report of the President and Directors for the year ending September 30, 1875, was read and accepted:

THE REVENUES.

The revenues of the main stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan Branch Roads, and the Washington City and Point Lookout Railroad have been.....\$10,514,178 97
Of the Washington Branch..... 343,169 65
Of the Parkersburg Branch..... 635,031 70
Of the Central Ohio Division..... 878,983 97
Of the Lake Erie Division..... 870,525 94
Of the Chicago Division..... 953,866 45
Of the Wheeling, Pittsburg and Baltimore (formerly Hempfield) Railroad..... 47,965 15
Of the Newark, Somerset and Stratesville Railroad..... 183,330 44

Total.....\$14,426,552 27
Showing a decrease, compared with 1874, of..... \$520,538 15
A decrease, compared with 1873, of..... 1,266,646 19
An increase, compared with 1872, of..... 799,374 96
An increase, compared with 1871, of..... 1,869,022 85
An increase, compared with 1870, of..... 3,586,181 79

OF THE MAIN STEM.

The expenses of working and keeping the roads and machinery in repair amounted to \$6,181,972 50, being 58.79 per cent upon the earnings, showing an increase of 1.71 per cent compared with the previous year.

It is shown that the earnings in comparison with the fiscal year 1874 have decreased \$1,179,776 58, and the working expenses \$493,922 76, making a comparative decrease in the net profits of \$685,858 82. Compared with the fiscal year 1873, the decrease of earnings being \$1,738,664 81, and of working expenses \$1,136,075 29, the decrease of net profits amounts to \$602,598 52.

REDUCTION OF LOANS.

During the year the remainder of the first mortgage loan, redeemable in 1875, which was originally \$1,128,500, viz., \$840,250, has been paid. Of the next mortgage loan, which is redeemable in 1880, \$120,500 have been anticipated, leaving \$579,500 to be paid. Of the loan redeemable in 1885, which was originally for \$2,500,000, \$790,000 have been paid in anticipation, leaving to be paid of this loan \$1,710,000. Of the bonds endorsed by the Baltimore and Ohio Railroad Company, under contract of July, 1864, of the Northwestern Virginia Railroad Company, due in 1885, the original amount having been \$500,000, \$360,000 have been anticipated, reducing the sum unpaid to \$140,000.

SINKING FUND.

The sinking fund for the payment of the loan of the city of Baltimore, which was originally \$5,000,000, increased during the year \$99,220 22, making the payment in advance on account and in reduction of that loan \$1,746,978 42.

The payments on account of the sinking funds for the redemption of the sterling loans due in 1896, 1902 and 1910, during the year amounted

to \$405,760, which, at \$4 84 per pound sterling, make £83,834.

The principles upon which the sinking funds of the Baltimore and Ohio Railroad Company are based will cause the entire indebtedness with which they are connected to be paid by the period of the maturity of the respective loans from the annual appropriations made for these funds together with the interest accruing from their accumulations.

DIVIDENDS AND PROFITS.

During the year \$685,069 12 of the second series of preferred stock, bearing interest at six per cent per annum in currency, have been issued at par. Notwithstanding the protracted general depression of railway securities, it is gratifying to note that the bonds of the Baltimore and Ohio Company, bearing six per cent interest, continue to command large premiums both in this country and in Europe.

Semi-annual dividends of 5 per cent upon the capital stock were paid on the 1st of November, 1874, and on the 1st of May, 1875, respectively.

The profit and loss account shows an increase for the past year of \$1,879,406 68.

The surplus fund of the company on the 30th September, 1875, was \$34,023,566 83. The entire mortgage indebtedness in currency and sterling is \$28,716,334 58. It is thus shown that the surplus fund, representing capital derived from net earnings invested in its branch and connecting roads, and in the great improvements that have been continuously constructed on the main stem, which is not represented by either stock or bonds, exceeds the entire mortgage indebtedness of the company \$5,807,232 25.

INCREASE OF TONNAGE.

It is shown by the report of the transportation department that there has been a continued expansion of tonnage of through merchandise east and west, viz., from 752,256 tons in the preceding year to 872,101 tons. For 1873 this traffic was 640,265 tons; for 1872, 557,609 tons, and for 1871, 435,260 tons. Nine hundred and twenty-nine thousand one hundred and forty barrels of flour and 7,342,920 bushels of grain were brought to Baltimore during the fiscal year. The traffic in live stock has been 93,709 tons, showing an increase of 4,437 tons over 1874, and of 6,049 tons over 1873.

THE COAL TRADE.

The coal trade shows an aggregate of 1,972,087 tons, which includes 452,198 tons for the company's supply. The quantity transported for the public is 1,519,889 tons, showing a decrease compared with 1874 of 258,739 tons, and compared with 1873 of 499,829 tons.

The prolonged and severe depression in manufacturing and steamship interests has again largely reduced the demand for coal, and resulted in the decrease of tonnage stated. In order to invite trade in this important article of transportation, the tariff was reduced on the 3d of March, 1875, 25 cents per ton, but the decreased consumption, from the cessation of operations by many important works, prevented its satisfactory development. A revival in the general business of the country will doubtless rapidly restore the demand for the superior coals bordering upon our lines, and lead to a great increase in this trade.

PASSENGER EARNINGS.

The passenger earnings exhibit an increase from \$1,518,522 68 in the preceding year to \$1,613,239 24.

This result is particularly satisfactory, as the rates during a large portion of the year were greatly reduced in connection with the railway conflict.

THE WASHINGTON BRANCH.

The earnings on this road were \$343,169 65, showing a decrease of \$30 153 66 compared with the previous year, of \$97,605 89 compared with 1873, and of \$187,475 89 compared with 1872.

The expenditures charged amount to \$117,295 47, being for improvements and for repairs of

railway, depots, water stations and bridges, and for pumping water.

During the year 349 tons of steel were substituted for iron rails, and 21,543 cross-ties were used.

As stated in former reports, the system was adopted by which the earnings were equitably divided upon a basis requiring all the expenses connected with transportation, the repair and use of machinery, and of the shops and stations of the company in Baltimore to be paid by the main stem, the expenses of the road department alone being charged to this road.

The partial expenditures charged, deducted from the revenue stated, make the sum of \$225,871 18, showing a decrease of net earnings compared with the preceding year of \$21,414 77, of \$58,139 74 compared with 1873, and of \$109,860 88 compared with 1872.

A dividend of five per cent was paid on the 21st of October, 1874, for the half year terminated September 30, 1874, and on the 17th of April, 1875, a similar dividend for the term ended March 31, 1875.

CAPITATION TAX QUESTION.

On May 3d of this year the Supreme Court of the United States delivered an opinion in what is called the "capitation tax case," sustaining the constitutionality of that provision of the act of 1832, chapter 175, which requires this company to pay the State one-fifth of the whole amount received for the transportation of passengers on the Washington Branch. The amount of the judgment thus affirmed, with interest, was \$424,229 81, which sum was paid to the State treasurer after the receipt of the opinion of the court.

It will be remembered that the first decision of a judicial tribunal of this question of the validity of the capitation tax was that of the Superior Court of Baltimore city, which was adverse to the claim of the State. That court decided that the provision of the act of 1832 requiring the payment of one-fifth of the passenger receipts on this branch to the State was a tax on passengers, and came within the principle decided by the Supreme Court in what is known as the Nevada case—*Crandall vs. Nevada*—and was therefore repugnant to the provisions of the constitution of the United States.

THE STATE VS. THE WASHINGTON BRANCH.

As soon as this opinion was announced, on December 10, 1870, the company at once reduced all fares one-fifth between Baltimore and Washington, and between all intermediate points on the Washington Branch, thus giving the traveling public, mainly citizens of Maryland, the benefit of this decision exempting the company from the payment of the tax. The suit in which a judgment against the company was affirmed, as stated, covered the one-fifth of all passage money received to January 1, 1870. There are still pending five suits of the State against the company, brought to recover the one-fifth of the gross sum for passengers that has been received since that date.

REASON FOR NOT PAYING DIVIDENDS.

As the company reduced its fares from the date stated, by deducting from them this twenty per cent, tax, if the State should still press its claim for one fifth of the fares thus reduced, and the courts should sustain the validity of the claim, it will be beyond the power of the Washington Branch to earn any dividends for its stockholders, while competing with a road which is free from any such imposition. It must be clear that the right of the State to demand one fifth of the passenger fares was based upon the condition, fully implied, that the company's franchise of transporting passengers by rail between Washington and Baltimore was an exclusive one. As soon, then, as the State gave a similar franchise to another company for practically a parallel road, the implied consideration of the obligation to pay one fifth of the passenger fares ceased, and it is but just that the obligation itself should therefore

It cannot be supposed that the Legislature intended that this company should pay to the State twenty per cent. of its gross earnings for passenger transportation, which would be equivalent to forty per cent. of its net earnings from this source, and at the same time retain the right to give the same franchise to another corporation, no part of whose earnings was to go to the State.

It is believed that the Legislature of the State will take this equitable view of the subject, and will not insist upon taking one fifth of the gross earnings for the transportation of passengers on a road and one third of the stock of which is owned by the State, while a competing line, the Baltimore and Potomac railroad, constructed under the authority of the State, is entirely free from such a burden.

It cannot be for the interest of the State to do this, and as it is so manifestly inequitable it cannot be supposed that the State will insist upon it. We may consequently expect a fair and equitable arrangement by which the Legislature will relieve the company from the payment of this one fifth of the passenger fares received on the Washington Branch.

That the Legislature could not have intended to reserve the right to authorize the construction of another road and still continue this imposition on this company is manifest from the language used in the eighth section of the act of 1831, which was a supplement to the first act authorizing the construction of the Washington Branch. That language is as follows:

"And if said company shall not complete the said road with at least one set of tracks, so as to be used and traveled from the commencement of it, as authorized by this act, to the line of the District of Columbia within three years after the commencement of the actual construction, the Legislature hereby reserve the right to incorporate another company, or to authorize any other persons, in their discretion, to lay out and make a railroad on and over any ground and in any direction between the city of Baltimore and the District of Columbia, anything in this act or in any act to which it is a supplement to the contrary notwithstanding."

This express reservation of right, in a certain contingency, implies strongly and clearly that there is no right except in that contingency. The company fully complied with the condition named—non compliance with which, alone, authorized the Legislature to give authority to construct the competing road. This most important question has not been submitted to or adjudicated by the courts, but the palpable justice of the position must commend it to the Legislature.

But while the Court of Appeals and the Supreme Court of the United States have upheld the legal right of the State to demand this tax, yet the same high tribunal have sustained the position of the company in what is known as the "gold case." The principle affirmed in that case was that the six per cent, guaranteed dividend on the State's preferred stock was payable in currency, and not in coin. Upon the principle thus conclusively decided the company based its counter claim against the State for \$289,529 65 for moneys advanced by the company to pay in London the interest due by the State on the State's sterling loan. That sum is the difference between the six per cent, currency dividend, to which alone the State was entitled, and the amount of money advanced by the company to pay interest for the State in sterling exchange.

The several sums which make up the amount named of course bear interest from the dates of their respective payments. This interest on the sterling loan of the State was advanced by the company, at the request of the State authorities, during the war, and at times when the treasury of the State much needed these funds, and as the principle upon which the company's claim is founded has been established by the highest judicial tribunals of both the State and the United States, it is reasonable to expect that the Legislature will promptly, at its next session, authorize its adjustment.

THE PARKERSBURG BRANCH RAILROAD.

The earnings of this road for the fiscal year were \$635,031 70, and the working expenses \$766,217 87. The earnings were \$167,034 83 less than in the previous year, whilst the expenses decreased \$176,035 11, showing a comparative net result of \$9,000 28 in the deficit less than in 1874. The unremunerative rates for transportation of much of the large through traffic upon this road, combined with the necessity for continued heavy expenditures for the improvement of the line, (among which was the use of 2 634 tons of steel and iron rails,) have again resulted in a large loss on the business of the year.

GENERAL RESULTS.

The aggregate earnings, working expenses, and net results of the main stem, including the Winchester and Strasburg, the Strasburg and Harri-souburg, the Washington County and the Metropolitan Branch roads, and the Washington City and Point Lookout Railroad, the Washington Branch and the Parkersburg Branch Railroads, of the Central Ohio, Lake Erie and Chicago divisions, the Wheeling, Pittsburg and Baltimore and the Newark, Somerset and Straitsville Railroads, were viz:

	Earnings.	Expenses.	Net Ear'g.
Main Stem, etc....	\$10,514,178 97	\$8,151,972 50	\$2,362,206 47
Washington Br....	343,199 65	117,295 47	225,904 18
Parkersburg Br....	635,031 70	766,217 87	131,184 17
Central Ohio Div....	878,983 97	889,118 67	110,134 70
Lake Erie Division	870,525 94	667,678 01	202,849 93
Chicago Division...	953,366 45	1,109,405 21	155,041 76
Wheeling, Pittsb'g & Baltimore R.R.	47,965 15	47,347 46	617 69
Newark, Somerset and Straitsville Railroad	183,330 44	187,507 43	25,822 96
	\$14,426,552 27	\$9,936,443 67	\$4,490,108 60
Net deficits on Parkersburg Branch and Central Ohio and Chicago Divisions.....			297,262 63
			\$4,490,008 60

The net revenue of the main stem and branches, including the Central Ohio, Lake Erie and Chicago divisions, the Wheeling, Pittsburg and Baltimore and the Newark, Somerset and Straitsville Railroads, is \$4,490,008 60. The aggregate working expenses of the main stem with all branches and divisions, are 68.87 per cent of the whole gross revenues, being 5.88 per cent more than the preceding year.

EFFECTS OF BUSINESS DEPRESSION.

In view of the protracted and extraordinary inactivity of every branch of business, and the universal depression of the manufacturing industries of the country, these results will be regarded with satisfaction. When further considered in combination with the united and prolonged attacks of the great trunk lines upon the business and interests of the Baltimore and Ohio Company, during which time rates entirely unremunerative were established for the transportation of freight, particularly between the seaboard and Western cities, the results are not only satisfactory, but gratifying.

The Pennsylvania Railroad Company offered rates from Baltimore for long periods which were as low as necessarily to involve large losses. This company, therefore, declined much business that was tendered to it in Baltimore and elsewhere, on which the actual cost of transportation would have materially exceeded the gross revenue that could have been earned therefrom.

IMPORTANT CONNECTIONS.

The Baltimore and Ohio Company, with its powerful connections with Cincinnati, Chicago, St. Louis, Louisville, Columbus and Sandusky, and with Pittsburg, Wheeling and Parkersburg, on the Ohio river, and Staunton and Danville, in the South, has proven its ability, under its exceptionally strong and prudent financial system, to maintain its positions, vindicate its rights, and to accomplish good results for its shareholders.

IMPROVEMENTS MADE DURING THE YEAR.

During the year 267,939 new cross ties, 4,677 tons of iron, and 295,526 tons of steel rails were used for repairs and the construction of different

tracks on the main line. The iron rails were made by the company at its rolling mill at Cumberland. During the year 9 engines, 25 palace and passenger cars, and 189 cars for general tonnage were purchased and built at the company's works. The cost of this new and additional equipment, \$358,257 44, has been charged to rolling power.

It is shown by the particulars furnished in the report of the master of machinery that the equipment upon the main stem and branches consists of 558 locomotives, 341 passenger and baggage cars, and 12,058 house, stock and other cars.

It will be seen that 5,526 tons of steel rails have been used during the past year upon the main stem; 5,851 miles of track are now laid with this durable and safe material. The increased cost of the large quantity of steel thus used in substitution for iron rails has been charged to the repair account. The economy and advantage of the substitution of steel for iron rails so generally upon the line are shown by the important reduction stated by the road department in the cost of the "repairs of railway" at \$305,899 26.

During the year 22 miles and 553 feet of second, third and fourth tracks, and tracks connected with stations, have been constructed, costing \$540,576 02. Embraced in these tracks are expensive and difficult, but most valuable improvements upon the mountain grades.

THE "WAR"—WISER POLICY.

It is believed that the enormous losses thrown upon the roadways of the country by the injudicious assaults made upon the Baltimore and Ohio Company will cause a wiser policy to be generally adopted and maintained in the future.

Such extreme irregularities and rates so unremunerative as were needlessly made have imperilled such vast interests and injured seriously so much railway property that lessons of the past year should not fail to secure hereafter a judicious and conservative policy.

With the numerous improved and important connections recently constructed and secured, a large increase of traffic may be reasonably expected upon the restoration of the business of the country to its normal condition. With this prospect, combined with the economical advantages arising from the comparatively low price of labor and material, it has been deemed judicious to continue to enlarge the facilities and works of the company. Preparations have been thus made by which a greatly increased business can hereafter be effectively and economically done.

IMPROVEMENTS AT LOCUST POINT.

At Locust Point a warehouse especially adapted for storage and handling of coffee has been made. This structure is 267 feet and 11 inches in length by 77 feet and 4 inches in width, is two stories high, and is divided by solid brick fire walls, carried through and above the roof, into four distinct warehouses. It is protected on the exterior by solid iron doors and window shutters. It is built upon stone and pile foundations in water of 25 feet depth, and is provided with wharves of 40 feet in width on the north and west sides, and 14 feet on the east side, and is so arranged that three vessels can discharge rapidly at one time. This improvement is designed to furnish important additional facilities for the handling and shipment of the present large and rapidly increasing importations of coffee at the port of Baltimore.

STEAMSHIP ACCOMMODATIONS.

To meet the large requirements for the new lines of steamships running to Baltimore an additional steamship pier is being constructed at Locust Point. This pier is located sixty feet from the eastern line of the company's property, allowing thereby a dock 120 feet in width in connection with that adjoining. It is 750 feet long and 100 feet wide, having a warehouse 88 feet in width, with a platform on each side 6 feet wide. It is built upon piles placed in rows five feet apart from centre to centre, and requires in its construction 3,300 piles. The roof and sides of the

pier are of corrugated iron. Two railroad tracks will run through the warehouse, thus providing the most economical facilities for receiving and delivering freights. A part of this structure will form a bonded warehouse, and it will also be provided with all the offices and appointments desirable and necessary to accommodate, in the fullest manner the requirements of shippers, and to promote the comfort and convenience of passengers. The facilities of track room for delivering and receiving freight at this pier will be of the most complete character. A carriageway will also be provided by which communication between Fort Avenue and the pier, will be made without crossing at grade any of the tracks at Locust Point.

IMPROVEMENTS NEAR BALTIMORE.

At Riverside, near the marine terminus, Locust Point, a superior circular engine house, with all modern improvements, has been constructed. The building is three hundred and five feet in diameter, and contains forty four stalls, with a turn table of sixty feet diameter. The walls of the outer circle are of brick, and the inner circle is of iron, supported by iron columns, which form the sides of the doorways and sustain the iron trusses of the roof. The roof is of slate and the cornice of galvanized iron. Connected with this round house a machine shop, with the best modern improvements and conveniences, 100 by 163 feet, is being constructed. At Bailey's one half mile south of Camden Station, a first class engine house, 228 feet 7 inches in diameter, for twenty four engines, with machine shop, boiler house, blacksmith shop and oil house, has been constructed and is now in use.

At Camden Junction 48 coal chutes, holding 6 tons each, 200 feet long by 38 feet in width, and 31½ feet high, with descending tressel work of 950 feet, are nearly completed and will be used within a brief period, thus effecting an important economy.

In order to increase facilities and conveniences in the vicinity of the great coal regions, the company acquired at Keyser, 5¼ miles east of Piedmont, 75 acres of land, on which it has constructed excellent and valuable improvements. It has built an engine house of brick and iron, with stone foundations of the best character, 305 feet in diameter, with 44 stalls for engines, and with a 60 feet turn table. A machine shop, dimensions 103 feet by 164 feet, is rapidly approaching completion. It contains seven tracks, with pits for engines, and is lighted by a ridge skylight 16 feet wide, covered with hammered plate glass, and provided with side ventilators. A substantial building, with accommodations for passengers, the requisite offices, etc., have been erected. A freight warehouse built of brick and covered with slate, 45 by 104 feet, has been completed. New and extensive stock yards have been completed. These accommodations embrace one bay and sheep house, 80 by 130 feet, capacity 100 tons of hay and 5,000 sheep; a barn for horses, 80 by 130 feet; six hog houses, capacity 1,800 hogs, and yard and sheds for 2,000 cattle. Forty eight coal shutles, holding six tons each, with storage capacity for 888 tons, have been completed at this point.

MAIN STEM IMPROVEMENTS.

Between Piedmont and Keyser two tracks have been added, making four tracks, thus increasing greatly the facilities and economies of making up and dispatching trains.

Other important improvements have been made at Locust Point, Camden Station, Mt. Clare, Frederick, Martinsburg, Little Cacapon, Patterson's creek, Cumberland, Deer Park, Newberg, Grafton and Barton, particulars of which are furnished in the report of the master of road.

The investments in new and additional works under the charge of the road department for the fiscal year amounted to \$1,017,245 22.

PURCHASE OF BALTIMORE'S INTEREST IN CONNELLSVILLE ROAD.

On the 17th of June, 1875, the Baltimore and

Ohio Company purchased from the city of Baltimore its interest in the Pittsburgh and Connellsville Railroad Company for \$1,000,000, being the sum originally loaned by the city of Baltimore to that company. The purchase money is to be paid as follows: Forty thousand dollars on the 1st day of July in each year after the year 1875, until the 1st day of July, 1900, and in the meantime interest is to be paid semi annually on the 1st day of July and January on so much of the amount as may remain unpaid.

In order to make this road, so valuable and important to the cities of Baltimore and Pittsburgh, effective, much work proved to be requisite to prevent financial embarrassments; and to aid in rapidly perfecting the work, this company has advanced in cash for the Pittsburgh and Connellsville Company \$5,685,923 38. The business of that line is now being established upon a permanent basis, and arrangements are being perfected for more intimate connections and the closest relations in working with the main stem. Under the proposed organization largely improved results may be reasonably anticipated.

TRANS-OHIO DIVISIONS.

The annual report of Mr. W. C. Quincy, the general manager of the trans Ohio divisions, is appended. It will be seen from the particulars furnished that many important improvements have been made upon the Newark, Somerset and Straitsville, the Central Ohio and Lake Erie divisions. These roads have not only been fully maintained, but many expensive and permanent additions have been made for the purpose of giving increased facilities for the transaction of the large business which is expected in the future.

THE BALTIMORE, PITTSBURG AND CHICAGO RAILWAY.

In the last annual report it was stated that it was then expected that the entire road would be opened in November following. The tracklaying on this line, which was commenced at Fostoria, July 22, 1873, was completed from Chicago Junction to Baltimore Junction, a distance of 263 miles, on November 15, 1874. In order to insure safety in operating much additional work was done, and the opening of the line for traffic from Deshler to Chicago, a distance of 200 miles, was deferred until December 23. The winter proved to be of unusual severity in that region; the thermometer for frequent and protracted periods ranged from zero to twenty three degrees below.

Notwithstanding this extraordinary condition of the weather and the recent construction of the road, the very satisfactory result was shown that there was not a single case of personal injury or an accident upon the line. In order to perfect the road and supply all needed facilities for prompt and economical shipments and transportation large forces have been employed throughout the year to complete the ballasting, to slope and widen the cuts and embankments, to lay additional and second track, and to erect shops, depot structures, water stations and elevators.

Forty acres of ground were purchased at Chicago Junction; fifty six acres were donated at Garrett City, and forty acres at Kingston for depot grounds, machine shops, engine houses, etc. At Chicago an engine house for sixteen engines, a machine and blacksmith shop, 70 by 150 feet, are being erected. At Garrett City an engine house for thirty two engines, 264 feet in diameter; a machine shop, 264 by 104 feet; a blacksmith shop, 264 by 80 feet; a power house, 30 by 50 feet, and other requisite buildings are being rapidly constructed, and will be ready for use prior to January next.

At Kingston, an engine house for sixteen engines; a machine shop 150 by 70 feet, two stories in height; a power house 28 by 42 feet, and a blacksmith shop 100 by 70 feet, have been completed. These buildings have all been constructed in the most permanent manner of brick, with slate roofs, and embrace all desirable improvements.

In order to insure the rapid and economical

coaling of engines, chutes with pockets for storage of coal have been erected at Deshler, Walkerton and Kingston, and are under construction at Chicago Junction and Garrett City. At Chicago Junction a brick structure, embracing requisite conveniences for dining and waiting rooms, with sleeping apartments for guests desiring to lie over, is nearly completed. Fourteen grain elevators, with a capacity of from 10,000 to 24,000 bushels each have been built at the following points: Attica, Republic, New Baltimore, Holgate, Hicksville, St. Joe, Auburn, Avilla, Albion, Cromwell, Syracuse, Milford Junction, Union Mills and Co. bourgh. Passenger stations have been erected at Chicago Junction, Republic, Tiffin, Fostoria, Bloomdale, Bairdstown, New Baltimore, Hoyt's Corner, Deshler, Defiance, Hicksville, St. Joe, Auburn, Albion, Cromwell, Syracuse, Milford Junction, Locke, Bremen, Walkerton, Union Mills, Sumner and South Chicago.

At Defiance, where the Chicago division connects with the Toledo, Wabash and Western railroad, and at Auburn, where it connects with the Detroit and Eel River and Fort Wayne and Jackson and Saginaw railroads, joint station buildings have been erected for the interchange and transfer of passengers and freight with those important lines. At Deshler the connection with the Dayton and Michigan railroad is being perfected by the construction of a joint freight building and a joint passenger station. An ice house has been built at Syracuse Lake, with capacity to supply the passenger coaches of the entire line.

In the city of Chicago a first class brick freight warehouse, 600 feet in length by 55 feet in width, with slate roof, has been erected. Two hundred and fifty five miles of fencing and 240 cattle yards have been built upon the line. A stock yard, with loading pens, has been built at Defiance, and many other stations upon the line have been supplied with similar conveniences. At Chicago connections have been made with the great stock yards, and ample preparations for an extensive traffic in live stock have been completed. Eighty one tool and hand car houses have been built. Nineteen frost proof water stations, each with a capacity of 56,000 gallons, each with brick power house, and all supplied with pumping engines, have been erected. Reservoirs have been built at Chicago Junction, Attica, New Baltimore, Deshler and Hamler, with an estimated capacity of 10,740,000 gallons. A second track has been completed from Kingston to Baltimore Junction, seventeen and a half miles of side tracks have been laid, and junction tracks built for the transfer of loaded cars with the following railway companies, viz:

At Tiffin, with the Cincinnati, Sandusky and Cleveland, and with the Toledo, Tiffin and Eastern railroads; at Fostoria, with the Lake Erie and Louisville; at Deshler, with the Dayton and Michigan; at Defiance, with the Toledo, Wabash and Western; at Auburn Junction, with the Detroit, Eel River and Indiana, and the Fort Wayne, Jackson and Saginaw; at Avilla, with the Grand Rapids and Indiana; at Milford, with the Cincinnati, Wabash and Michigan; at Walkerton, with the Indianapolis, Peru and Chicago; at Union Mills, with the Chicago and Lake Huron; at New Albany Crossing, with the Louisville and Chicago, and at South Chicago, with the Chicago, Rock Island and Pacific railroads.

The amount expended for construction during the fiscal year in providing the additional facilities described, and in perfecting this line was \$1,366,014 60.

In order to organize an independent line of telegraph and thus instead of having the telegraph service a source of large and constant expenditure, to make it a source of revenue, a first class line, with two wires of the best galvanized iron, has been built upon the entire line between the Lake Erie division and the city of Chicago.

Arrangements will be made by which improved facilities will thus be furnished to the public, and it is believed an important economy will result to the company, through the establishment of the

line upon principles different from those under which the telegraph business of the Baltimore and Ohio Company has heretofore been done.

The successful management of the business of the company requires the acknowledgment of the board to the officers and employees generally for their faithful and effective services. By order of the board.

JOHN W. GARRETT, President.

ELECTION OF DIRECTORS.

After the reading of the report, no other business being presented, the stockholders' meeting entered into the election of directors to serve for the ensuing twelve months. Messrs. Miles White, Wm. J. Albert and Wm. F. Burns acted as judges. On counting the ballots the following gentlemen were found to be unanimously elected by a vote of 42,179 shares, viz: Messrs. Galloway Cheston, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, Francis T. King, C. Oliver O'Donnell, James Harvey, Wm. W. Taylor, Samuel Kirby, John King, Jr., and G. A. Von Liegen.

The Coal Trade.

The anthracite tonnage for the week ending on the 20th ult. is stated at 562,783 tons, and for the year at 18,580,774 tons, against 18,608,212 tons to corresponding date last year, a decrease of 27,438 tons. The bituminous tonnage for the week was 87,751 tons, and for the year 4,080,686 tons, making a total of all kinds for the week of 650,534 tons, and for the year 22,611,460 tons, against 21,847,257 to corresponding date last year, an increase of 764,203 tons. At Port Richmond for the week ending the 27th ult. there were receipts of 63,500 tons of coal and shipments of 55,500 tons, leaving 165,500 tons on hand. The quantity of coke and coal transported over the Pennsylvania Railroad for the last week was 104,058 tons, and for the year 3,859,027 tons, of which 3,158,153 was coal and 613,680 coke. This embraces all the coal carried both east and west. The receipts of coal at Perth Amboy for the week ending on the 22d ult. were 19,840 tons; total received during the season, 318,178 tons; shipments for the week, 15,721 tons; total shipments for the season, 282,077 tons; leaving on hand 40,577 tons.

Virginia State Debt.

From the report of the Second Auditor of Virginia it appears that the State debt on the 30th of September, 1875, exclusive of the bonds and certificates held by the literary and sinking funds, was \$29,514,426 43. The debt, as reported October 1st, 1874, was \$29,957,010 75. The debt is divided as follows:

Amount of tax paying coupons issued to date.....	\$18,881,500 05
Amount of registered bonds and fractional certificates which may be converted at the option into such bonds.....	1,355,515 80
Making the amount of the consolidated debt.....	\$20,237,015 85
Amount of debt funded and to be funded in bonds not convertible into consols.....	9,277,410 58

Making the debt proper.....\$29,514,426 43
Of which the West Virginia portion is.....15,289,370 74

The public debt is held as follows: By citizens and corporations in Virginia about \$8,000,000, (of which probably \$4,000,000 is in consols) in other States of the Union \$13,000,000, and in foreign countries \$8,500,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	100	J. & J.	July '75 34	Long Island.	50	M. & S.	May '73 10a	Vermont and Mass.	100	A. & O.	Oct. '75 2
Allegheny Valley	2 2 6 350	J. & J.	July '74 4	Louisv. Cin. and Lex.	50	J. & J.	July '69 3	Warren (N. J.)	1,500,000	J. & D.	Dec. '75 2
Atlanta and West Point.	1,232,200	J. & J.	July '74 4	..... pref.	50	J. & J.	Jan. '74 44	Warwick Valley.	225,000	A. & O.	Apr. '74 24
Atlantic and Gulf	3,693,200	M. & N.	Nov. '73 34	Louisville & Nashville.	100	F. & A.	Feb. '74 4	Westchester & Phil. pref.	821,300	J. & J.	July '75 4
Atlantic and St. Law.	39,494,900	M. & S.	Sept. '76 3	Louisv., N. Alb. & Chi.	100	J. & D.	Dec. '70 3	West Jersey.	1,555,750	F. & A.	Feb. '74 4
..... "Nov 1870.	1,500,000	M. & S.	Sept. '76 3	Lowell and Lawrence.	100	A. & O.	Aug. '75 21	Winchester & Potomac.	180,000	J. & J.	July '75 3
Avon, Genesee & Mt. M.	225,000	A. & O.	Jan. '75 5	Lykens Valley.	20	F.M.A.N.	Aug. '75 21	Winchester & Strasburg.	500,000	J. & J.	July '75 34
Baltimore and Ohio.	13,151,962	M. & N.	Nov. '75 6	Macon and Western.	100	J. & J.	July '73 5	Worcester and Nashua.	1,789,800	J. & J.	July '75 34
Washington Br.	1,650,000	A. & O.	Apr. '76 6	Maine Central.	100	M. & N.	Nov. '75 5				
Berkshire.	320,500	quarterly	Oct. '76 0	Manchester and Law.	100	M. & N.	Nov. '75 5				
Boston and Albany.	19,884,100	J. & D.	Nov. '75 21	Marquette & Cincinnati.	50	M. & S.	Sept. '66 3a				
Bos. Cin. & Fitch. pref.	633,200	J. & D.	July '75 3	..... 1st pref.	50	M. & S.	Feb. '75 3				
Agricultural Br. guar.	60,000	J. & D.	July '75 3	Massawippi.	100	F. & A.	Jan. '69 3				
Bost. Ouse. & Mont. pref.	800,000	M. & N.	May '75 3	Memphis & Charleston.	25	J. & D.	Jan. '69 3				
Boston and Lowell.	3,200,076	J. & J.	July '75 0	Michigan Central.	100	J. & J.	Jan. '73 4a				
Boston and Maine.	9,921,274	M. & N.	Nov. '75 4	Mill Creek & Mineh.	50	J. & J.	July '75 5				
Boston and Providence.	4,000,000	M. & N.	Nov. '75 4	Milwaukee and St. Paul.	100	F. & A.	Dec. '70 7a				
Buffalo, N. Y. and Erie.	60,000	F. & A.	Sept. '74 3	..... pref.	100	J. & J.	Aug. '74 3a				
Burlington and Mo. Riv.	5,264,203	M. & S.	Sept. '75 6	M. Hill & Schuyt. Hav.	50	J. & J.	July '75 3				
..... pref.	1,493,901	M. & S.	Sept. '75 6	Morris and Essex.	50	J. & J.	July '75 3				
Camden and Amboy.	5,847,808	quarterly	Oct. '75 24	Nashua and Lowell.	100	M. & N.	Nov. '75 0				
Camden and Atlantic.	377,400	— & —	Oct. '75 34	Newaugut.	100	F. & A.	Feb. '75 3				
..... pref.	838,468	— & —	Oct. '75 34	Newaugut.	100	M. & S.	Sept. '75 3				
Cape Cod.	1,020,330	J. & J.	Jan. '72 24	Newark and N. York.	100	J. & J.	Jan. '75 3				
Orpe May and Millville.	447,400	J. & D.	June '75 8	N. Bedford.	100	M. & N.	Nov. '75 4				
Canaan and Foggelsv.	426,900	Novemb.	Nov. '71 6	N. Castle & Beaver Val.	50	quarterly	Oct. '75 24				
Catawissa.	1,186,600	M. & N.	Nov. '75 24	N. Haven & Northamp.	100	quarterly	Sept. '72 3				
..... pref.	2,300,000	M. & N.	Nov. '75 24	New Jersey.	100	quarterly	Oct. '75 23				
Cayuga and Susq.	689,111	F. & A.	July '75 4	New London Northern.	100	quarterly	Oct. '75 2				
Oedar Rapids & Mo. R.	6,860,400	F.M.A.N.	Nov. '75 1	N.Y. Cen. & Hudson R.	100	quarterly	Oct. '75 2				
..... pref.	769,600	F. & A.	Aug. '75 34	New York and Harlem.	100	J. & J.	July '75 4				
Central of Georgia.	4,668,800	J. & J.	July '75 3	..... pref.	100	J. & J.	July '75 4				
Central of New Jersey.	20,000,000	quarterly	June '75 24	N. Y. N. H. & Harf.	100	J. & J.	Jan. '75 6				
Central Ohio.	2,426,000	J. & D.	June '75 3	N. Y. Prov. & Boston.	100	quarterly	July '75 24				
..... pref.	400,000	J. & D.	June '75 3	Nis. Bridge & Oceanside.	100	J. & J.	July '75 3				
Central Pacific.	54,275,500	A. & O.	July '75 4g	North Carolina.	50	Irregular	July '75 3				
Chemung.	380,000	quarterly	July '75 11	N. Eastern. S. C. pref.	100	M. & N.	May '67 4				
Cheshire, preferred.	2,100,000	J. & J.	July '75 2	North Pennsylvania.	50	F. & A.	Aug. '75 3				
Chicago and Alton.	8,929,900	M. & S.	Sept. '75 4	Northern Cent.	100	M. & N.	July '74 3				
..... pref.	2,425,400	M. & S.	Sept. '75 4	Northern N. Hampsh.	100	J. & D.	Dec. '75 23				
Chicago, Bari. & Quincy.	19,598,910	M. & S.	Sept. '75 4	Northern New Jersey.	100	J. & J.	July '74 4				
Chicago, Iowa & Nebras.	3,916,240	J. & J.	July '75 4	Norwich & Worcester.	100	J. & J.	July '75 5				
Chicago & N. Western.	14,994,600	J. & D.	Dec. '72 34	Ogdensb. & L. Champl.	100	J. & J.	July '75 3				
..... pref.	21,495,453	J. & J.	Dec. '75 34	..... pref.	100	A. & O.	Oct. '75 4				
Chicago, R. I. & Pacific.	25,000,000	A. & O.	Oct. '75 4	Ohio and Mississippi.	100	quarterly	Mar. '75 34				
Cin. Ham. & Dayton.	3,600,000	A. & O.	Apr. '75 4	..... pref.	100	J. & D.	Mar. '75 34				
Cin. Ind. and Clev.	2,980,550	A. & O.	Apr. '72 10	Oil Cr. & Allegheny R.	50	quarterly	Jan. '74 3				
..... pref.	413,150	M. & N.	Feb. '75 3	Ole Colony & Newport.	50	J. & J.	July '75 3				
Clev. Col. Cin. & Ind.	14,991,275	F. & A.	Feb. '75 34	Oswego and Syracuse.	100	F. & A.	Aug. '75 4				
Cleveland & Mahoning.	2,057,569	M. & N.	May '74 34	Pacific of Missouri.	100	J. & J.	Oct. '75 11				
Cleveland & Pittsburg.	11,236,150	F.M.A.N.	Nov. '75 11	Paima.	7,000,000	quarterly	Oct. '76 3				
Col. Chic. & Ind. Cen.	13,000,000	F. & A.	Nov. '75 11	Paterson and Hudson.	100	J. & J.	July '75 4				
Columbus and Xenia.	1,785,800	M.F.S.D.	Sept. '75 2	Paterson and Newark.	100	J. & J.	July '75 3				
Colum. & Hocking Val.	2,600,000	M. & N.	Aug. '75 4	Paterson and Ramapo.	100	J. & J.	July '75 3				
Concord.	1,600,000	J. & J.	Nov. '75 5	Pember. & Hightstown.	50	J. & J.	July '75 3				
Concord and Ports.	850,000	F. & A.	July '75 24	Pennsylvania.	68,144,475	quarterly	Nov. '75 2				
Conn. & Passump. Riv.	2,100,000	F. & A.	Feb. '75 3	Peoria & Bureau Val.	100	F. & A.	Aug. '75 4				
Connecticut river.	2,100,000	J. & J.	July '75 4	Philadelphia and Erie.	100	J. & J.	Aug. '75 4				
Cumberland Valley.	1,292,950	A. & O.	Oct. '75 6	..... pref.	100	J. & J.	July '74 4				
..... 1st pref.	241,900	A. & O.	Oct. '75 4	Phil. Ger. & Norristown.	50	M.J.S.D.	Dec. '75 3				
..... 2d pref.	243,000	A. & O.	Oct. '75 4	Philadelphia & Reading.	50	quarterly	Oct. '75 2				
Danbury and Newf.	930,000	.....	Dec. '74 14	..... pref.	50	quarterly	Oct. '75 2				
Delaware.	1,230,950	J. & J.	July '75 3	Phila. and Trenton.	100	quarterly	Oct. '75 2				
Del. Lackaw. & Westn.	23,500,000	quarterly	Oct. '75 24	Phila. Wil. & Balt.	100	J. & J.	July '75 4				
Detroit & Milwaukee.	8,224,140	J. & D.	Dec. '69 7	Pittab. Ft. W. & Chi.	100	J. & J.	Oct. '75 3				
..... pref.	2,095,000	J. & D.	Dec. '69 7	..... Special Imp.	100	quarterly	Oct. '75 11				
Dubuque & Sioux City.	5,000,000	A. & O.	Oct. '75 3	Pittsfield & N. Adams.	100	J. & J.	July '75 3				
East Pennsylvania.	1,509,200	J. & J.	July '75 3	Port and Kembece.	100	J. & J.	July '75 3				
East Mahanoy.	392,950	J. & J.	July '75 20	Yarmouth certificates.	100	A. & O.	Apr. '75 3				
Eastern (Mass.).	4,997,900	J. & J.	July '75 3	Portl. Sauc. & Portam.	100	J. & J.	July '75 6				
Eastern (N. H.).	492,500	J. & J.	July '75 3	Providence & Worcester.	100	J. & J.	July '75 6				
Elmira, Jef. & Canand.	500,000	F. & A.	Aug. '74 24	Raleigh and Gaston.	100	J. & J.	July '75 6				
Elmira & Williamsport.	500,000	M. & N.	May '75 24	Rensselaer & Saratoga.	100	J. & J.	July '75 4				
..... pref.	500,000	J. & J.	May '75 24	Roch. & Genesee Val.	110	J. & J.	July '75 4				
Erie Railway.	78,000,000	.....	Oct. '73 1	Rome, Watert. and Ogd.	100	J. & J.	July '75 3				
..... pref.	8,539,910	.....	Oct. '73 34	Rutland.	100	— & —	— & —				
Erie and Pittsburg.	1,090,250	M.F.S.D.	Sept. '75 11	..... pref.	100	F. & A.	Feb. '75 34				
Pittsburg.	4,000,000	J. & J.	July '75 4	St. Croix and Penobscot.	100	F. & A.	July '71 2				
Georgia.	4,200,000	J. & O.	July '75 4	St. L. Alt. & T. Route.	100	— & —	— & —				
Great Western, (Ga.).	19,237,404	A. & J.	Apr. '74 14	..... pref.	100	July.	July '74 3				
Hanover & St. Joseph.	4,151,700	A. & O.	Aug. '70 34	St. Louis and Iron Mt.	100	F. & A.	Feb. '74 3				
..... pref.	5,078,224	Annual	Aug. '70 34	St. L., Kan. C. & North.	12,000,000	.....	.....		
Hanover Branch, (N. H.).	116,450	M. & N.	May '75 6	..... pref.	12,000,000	Nov. '72 34	Nov. '72 34				
Harlem Extension.	4,000,000	— & —	— & —	Saratoga and Schenec.	100	A. & O.	July '75 34				
Harrisburg & Lancaster.	1,182,500	J. & J.	July '75 34	Schoharie Valley.	50	J. & J.	Nov. '75 24				
Housatonic, pref.	1,100,000	quarterly	Oct. '75 2	Subarb. and Keosauke.	100	M. & N.	Nov. '75 4				
Huntingdon & Bd Twp.	880,000	— & —	— & —	Shamokin V. & Potter.	50	F. & A.	Aug. '75 3				
..... pref.	450,750	J. & J.	July '68 34	Shore Line.	100	J. & J.	July '75 34				
Illinois Central.	29,000,000	F. & A.	Aug. '75 4	South Branch (N. J.).	100	J. & J.	Jan. '72 3				
Indianapolis, Cin. & Laf.	1,085,497	M. & S.	Sept. '67 4	S. ath Carolina.	50	F. & A.	Feb. '72 1				
Iowa Falls & Sioux City.	4,625,000	J. & J.	Jan. '75 14	South Western, (Ga.).	100	F. & A.	Feb. '73 4				
Jacksonv. Med. & Ind.	2,000,000	J. & J.	Jan. '68 6	State Island.	100	J. & J.	July '67 4				
Joint and Chicago.	1,600,000	quarterly	Oct. '75 14	Stoeb. Bridge and Pitts.	100	J. & J.	July '74 34				
Joint & North Ind.	300,000	J. & J.	July '75 4	Stony Brook.	100	M. & N.	Nov. '75 3				
Lake Shore & Mich.	49,465,000	F. & A.	Feb. '75 5	Summit Branch.	50	F. & A.	Aug. '75 3				
..... (guar.).	633,500	F. & A.	Aug. '75 5	Sussex (N. J.).	100	J. & J.	Jan. '72 24				
Lawrence.	260,200	— & —	— & —	Syr. Cincham. & N.Y.	100	— & —	— & —				
Leeds and Farmington.	100	J. & J.	Jan. '72 3	Tanston Branch.	50	J. & J.	Jan. '74 6				
Lehigh & Susquehanna.	8,739,900	M. & N.	May '67 6	Terre Haute & Indiana.	1,988,150	J. & J.	July '76 6				
Lehigh Valley.	31,215,350	quarterly	Oct. '75 24	Tul. Wat. & West. pref.	1,000,000	M. & N.	May '74 6				
Let. de Miami.	5,871,450	quarterly	Oct. '75 2	Troy and Greenbush.	100	J. & D.	Dec. '74 3				
Little Sandykill.	2,446,100	J. & J.	July '75 34	Union Pacific.	35,745,000	quarterly	Oct. '75 2				
				Union and Black River.	1,000,000	J. & J.	Jan. '75 3				
				Vermont and Canada.	2,000,000	J. & D.	Dec. '72 3				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,354	498,413	539,400	406,900	.....	.....
Central Pacific:													
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,669	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	852,360	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1874.....	843,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1875.....	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	1,606,000	.....	.....	.....
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	534,042	550,950	416,544	364,725	5,126,228
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	881,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,956	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,943	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,345	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,033	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	329,399	4,448,606
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,521	18,016,005
1875.....	1,164,975	1,101,631	1,074,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1871.....	624,744	529,617	563,598	620,228	713,163	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	891,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,158	586,188	596,716	584,764	599,928	702,784	651,302	737,834	841,432	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1870.....	899,239	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Marietta & Cincinnati:													
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,575
Michigan Central:													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	300,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,386	304,093	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	333,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	263,293	243,077	304,527	298,665	268,807	292,546	292,640	323,963	364,374	381,021	309,597	296,013	.....
1875.....	249,250	243,624	310,903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,313,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,002	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,436,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,2							

NATIONAL AND STATE SECURITIES.

Interest.							Interest.							
Amounts		Rate.	Payable.		When	Market	Amounts		Rate.	Payable.		When	Market	
outstand-	ing.		PAY-	Price.			outstand-	ing.		PAY-	Price.			
National Securities, Nov. 1, 1875														
Loan of June 14, 1858.....registered	000	5	Jan. & July.	1874	....	....	Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1894	....	....
Loan of February 8, 1861.....registered	13,794,000	5	Jan. & July.	1880	119 1/2	....	.. Harbor Land Improvement bonds, 1874	400,000	5	"	1894	111	....
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	124	....	.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	111	....
Loan of July 17, and Aug. 5, 1861.....registered	125,896,050	5	Jan. & July.	1881	119 1/2	....	.. Union Defense Loan, 1861.....	1,850,000	5	Jan. & July.	77-78	115	....
Loan of Feb. 25, 1862 (5-20s).....registered	63,425,300	5	Jan. & July.	1881	124	....	.. Union Defense Loan, 1862.....	60,000	5	June and Dec.	77-78	....	....
Loan of March 3, 1863.....registered	33,652,800	5	May & Nov.	1882	116 1/2	....	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	109	....
Loan of March 3, 1864 (5-20s).....registered	21,317,200	5	Jan. & July.	1882	116 1/2	....	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	"	1894	....	....
Loan of March 3, 1864 (5-20s).....registered	464,600	5	Jan. & July.	1881	124	....	.. War Fund Loan, 1869.....	999,944	5	"	1899	....	....
Loan of June 30, 1864 (5-20s).....registered	23,572,400	5	May & Nov.	1884	116 1/2	....	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,922	5	Various.	88-94	109	....
Loan of March 3, 1865 (5-20s).....registered	32,280,700	5	Jan. & July.	1884	116 1/2	....	.. B. H. & Erie R. R. Loan.....	3,599,020	5	Jan. & July.	1900	....	....
Loan of March 3, 1865 (5-20s).....registered	33,849,950	5	Jan. & July.	1885	116 1/2	....	Michigan—(\$1,664,000):	105,000	6	"	1878	103	....
.. 2d series (5-20s).....registered	57,086,400	5	Jan. & July.	1885	117 1/2	....	.. Renewal Loan bonds, 1858.....	1,032,000	6	"	78-83	105	....
.. 3d series (5-20s).....registered	148,576,700	5	Jan. & July.	1885	126 1/2	....	.. Two Million Loan bonds, 1863.....	866,000	7	May & Nov.	1890	106	....
.. 4th series (5-20s).....registered	221,654,550	5	Jan. & July.	1887	119 1/2	....	.. War Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.	77-79	....	....
.. 5th series (5-20s).....registered	14,584,000	5	Jan. & July.	1887	122 1/2	....	.. State Buildings Loan, 1873, coupon	230,000	7	"	83-03	....	....
Loan of March 3, 1864 (10-40s).....registered	141,627,250	5	Mar. & Sept.	1904	117 1/2	....	.. Railroad Aid bonds, 1858, (repudiated).	2,275,000	7	"	1887	....	....
Consols of July 14, '70 & Jan. 20, '71.....registered	211,974,400	5	F. M. A. & N.	1881	116 1/2	....	Missouri—(\$17,839,000):	439,000	6	"	81-91	102 1/2	....
Debt matured and without interest.....(var.)	22,865,180	3	.....	Due.	.....	....	.. State Debt Proper, 1865 and 1868.....	2,727,000	6	"	1888	....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	Irred.	.....	....	.. Consolidation bonds, 1868.....	1,100,000	6	"	94-95	107 1/2	....
Certificates of Indebtedness 1870.....(cur.)	94,623,512	4	Jan. & July.	1875	.....	....	.. Funding Bonds, 1874.....	15,838,000	6	"	79-81	101 1/2	....
Pacific R. R. Bonds (registered).....(currency)	373,365,952	5	Jan. & July.	98-99	122 1/2	....	.. Railroad Aid bonds, 1863-66.....	505,000	6	"	92-94	101 1/2	....
United States Notes.....	40,681,630	5	.....	.....	.....	....	.. State Institution bonds, 1872 to 1874.....	160,000	10	Mar. & Sept.	1881	....	....
Fractional Currency.....	40,681,630	5	.....	.....	.....	....	Nevada—(\$160,000):	418,000	6	Jan. & July.	75-78	104 1/2	....
State Securities, latest dates.														
Alabama—(\$21,970,810):														
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	88-92	33	....	New Hampshire—(\$3,724,100):	600,000	6	Mar. & Sept.	84-89	....	....
.. Bonds (new), 866, '68 '72 and '73.....	2,127,700	5	Jan. & July.	86-90	30	....	.. War Loan Bonds, of 1861.....	500,000	6	Jan. & July.	79-80	....	....
.. Bonds (new), 1874.....	341,000	7	"	1894	....	.. War Loan Bonds, of 1864.....	2,206,100	6	"	92-05	106 1/2	....	....
.. R. R. Loans (\$2,350,000) & endorsements.....	15,051,000	5	"	90-91	....	.. State bonds, 1873.....	1,000,900	6	"	76-84	108	....	....
Arkansas—(\$12,733,086):														
.. Bonds (Funding), 1869 and 1870.....	3,050,000	5	Jan. & July.	1879	35	....	.. War Loan (tax free) bonds, 1863.....	900,900	6	"	86-96	....	....
.. Lev. & bonds (warrants), 1871.....	1,460,000	7	"	1900	....	.. War Loan bonds, 1864.....	593,400	6	"	97-02	....	....	....
.. Deficiency Bonds, 1872.....	300,000	7	"	1892	....	New York—(\$29,776,787):	1,067,000	7	"	1877	107	....	....
.. Bonds (for \$2,500,000), 1875.....	700,000	7	"	1895	....	.. Bounty Loan bonds, coupon.....	14,855,000	7	"	1877	107 1/2	....	....
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	10 Bounty Loan bonds, registered.....	1,809,000	5	J. A. J. & O.	1875	114
California—(\$5,896,500):														
.. Civil (S. F.) bonds, 1857 and 1860.....	258,000	7	Jan. & July.	77-80	115 State (Deficiency) Stock, 1838.....	889,781	6	"	1878	114
.. Relief Fund bonds, 1863.....	95,500	7	"	1883	....	.. Canal Stock (old).....	475,000	6	June & Dec.	1875	114	....	....
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885	....	.. Canal Stock (old).....	880,003	6	"	1877	114	....	....
.. Funding bonds, 1873.....	2,801,000	6	"	1893	....	.. Canal Stock, 1872.....	1,662,200	6	Jan. & July.	1887	118	....	....
Connecticut—(\$5,014,000):														
.. War Loan bonds (10-20 yrs), 1861.....	508,900	5	Jan. & July.	1881	106 Canal Stock, 1873.....	847,500	6	"	1883	115
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	5	"	83-84	....	.. Canal Stock, 1873.....	4,302,600	6	"	1891	121	....	....
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	....	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	....	....	....
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	1885	....	North Carolina—(\$25,419,045):	4,738,800	6	Jan. & July.	75-98	16	....	....
Delaware—(\$1,931,000):														
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	....	.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	75-98	18	....	....
District of Columbia—(\$12,790,000):						.. Railroad and Improvement (old) bonds.	2,383,000	6	Jan. & July.	75-98	8	....	....
.. Improvements (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	....	.. Railroad and Improvement (new) bonds	1,995,000	6	April & Oct.	75-8	8	....	....
.. Improvement (cur.) bonds, 1873.....	700,000	7	"	1893	....	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	8 1/2	....	....
.. Funding bonds, 1874, (guar. by U. S.).....	10,594,550	3.45	Feb. & Aug.	1924	67 1/2 Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	8
Florida—(\$5,431,707):														
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	....	.. Special Tax bonds.....	11,407,000	6	"	98-99	3 1/2	....	....
.. Consolidated (gold) bonds of 1873.....	609,200	6	"	1903	....	Ohio—(\$7,988,205):	1,473,115	6	Jan. & July.	1875	102	....	....
.. Loan (J. F. & Mob. R.R.) gold bonds, 1870.....	4,000,000	8	"	1890	....	.. Loan (sinking fund), 1860.....	4,072,840	6	"	1881	105	....	....
Georgia—(\$19,823,900):														
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	78-80	92 Loan (sinking fund), 1866.....	2,400,000	6	"	1886	108
.. Bonds, act March 12, 1866.....	3,600,00	7	Jan. & July.	1886	....	Oregon—(\$246,027):	47,027	7	"	75-84	....	....	....
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	99 1/2	.. Bounty and Relief bonds.....	200,000	7	"	1890	....	....	....
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	99 1/2	.. Willamette Canal and Lock bonds, 1870	400,000	6	April & Oct.	1879	....	....	....
.. Bonds (funding), 1873.....	1,200,000	8	"	75-80	....	.. Inclined Plane Loan, of 1849.....	483,000	5	Jan. & July.	1892	102	....	....
.. Bonds to Brunswick & Albany R.R., '70.....	1,500,00	7	June & Dec.	1890	....	.. Loans, May '62 & Apr. '52, reg. & coup.	3,540,500	5	Feb. & Aug.	77-78	102	....	....
.. Railroad aid bonds (endorsed), 1870 & '71.....	7,545,900	var	Various.	90-91	99	.. Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	6	"	1877	106 1/2	....	....
Illinois—(\$1,689,045):														
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	....	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,850	6	"	1882	114	....	....
.. Refunded Stock bonds, 1859.....	320,000	6	"	var.	103 1/2	.. Stock Loan of F. b. 2, '67, 1st, 2d & 3d ser.	4,343,850	5	"	72-82	....	....	....
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	....	.. Agricultural College Land Scrip, 1872.....	500,000	6	April & Oct.	1876	....	....	....
Indiana—(\$910,000):														
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	....	Rhode Island—(\$2,638,000):	1,019,000	6	Mar. & Sept.	1882	108 1/2	....	....
Iowa—(\$1,336,175):														
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....	.. War Loan bonds of 1862.....	1,619,000	6	Various.	98-94	....	....	....
Kansas—(\$1,336,175):														
.. Funding & c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	83-84	....	.. War Loan bonds of 1863 and 1864.....	944,018	6	Jan. & July.	77-89	32 1/2	....	....
.. Bonds (various) 1866 to 1869.....	889,000	7	"	76-99	....	.. State House Stock, 1856 to 1861.....	287,000	6	"	71-80	....	....	....
.. Military loan bonds, 1864 to 1869.....	346,000	7	"	84-99	....	.. State House bonds, 1863 and 1864.....cur.	867,000	6	"	75-79	....	....	....
Louisiana—(\$21,099,100):														
.. Treasury Relief bonds, 1853.....	785,000	6	Jan. & July.	1893	38	.. Funding Stock and bonds, 1866.....	884,113	6	"	87-97	32 1/2	....	....
.. Levee bonds, 1866.....	1,000,000	8	Various.	1886	25	.. Funding and Conversion bonds, 1868-69	3,764,850	6	J. A. J. & O.	82-89	32	....	....
.. Levee bonds, 1867.....	3,992,000	6	May & Nov.	1907	38	.. Land Commission bonds, 1869 and 1870.	261,000	6	Jan. & July.	1889	32	....	....
.. Levee bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	39	.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1868	....	....	....
.. Funding (coupon) bonds, 1866.....	722,100	6	Jan. & July.	86-88	....	.. Relief (Treasury) bonds, 1860.....	616,000	6	Jan. & July.	1888	33	....	....
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	37 1/2	.. Consolidated bonds, 1873, reg. and comp.	1,391,084	6	"	1893	....	....	....
.. Penitentiary bonds, 1869.....	497,000	7.3	Mar. & Sept.	1899	37 1/2	.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	....	....	....
.. Miss. & Mex. Gulf Ship Canal bonds, '69.....	389,000	6	Various.	72-06	....	Tennessee—(\$47,185,617):	2,641,000	6	April & Oct.	30 yrs	47	....	....
.. Railroad Aid (various) bonds.....	2,355,000	8	Various.	90-11	10	.. State Bonds (direct).....	28,580,000	6	Jan. & July.	30 yrs	46	....	....
.. Railroad Loan (var.) bonds, 1869 to 1871.....	4,750,000	7	Jan. & July.	1914	37 1/2	.. Railroad, &c., Loan bonds.....	7,141,000	6	"	97-99	45	....	....
.. Consolidated Funding bonds, 1874.....	951,854	7	Jan. & July.	1914	37 1/2	.. Funding bonds, 1873, coupon and reg.	6,222,000	6	"	1914	46	....	....
Maryland—(\$11,095,019):														
.. Bonds to R. R. and Canals.....	5,604,129	5	J. A. J. & O.	1890	80	.. Frontier Defense (gold) bonds, 1870.....	584,000	7	Mar. & Sept.	1910	....	....	....
.. Bonds to R. R. and Canals.....	889,838	5	"	1890	100	.. Funding Bonds, 1866 to 1871.....	200,000	6	Jan. & July.	77-82	....	....	....
.. Defense and Bounty bonds 1864 to 1868.	3,333,553	6	Jan. & July.	1883	111	.. Funding bonds, 1873 and 1874.....	96,000	10	Mar. & Sept.	83-84	....	....	....
.. State Loan bonds, 1870 and 1874.....	998,471	6	"	85-89	....	.. Revenue Deficiency (gold) bonds, 1871.	257,000	10	Jan. & July.	1892	....	....	....
Maine—(\$7,088,400):														
.. Civil (var.) bonds, 1857 to 1861.....	171,000	6	Various.	75-78	104	.. Floating Debt Redem. bonds, 1874.....	1,000,000	7	"	1904	....	....	....
.. War and Bounty bonds, 1863 and 1864.....	3,832,500	6	Various.	80-89	....	.. Pension bonds, 1874							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	4,790,000	7	Feb. and Aug.	Boston.	'91-'9	1124
2d Mortgage.....	2,673,000	8	" "	" "	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	" "	" "	....	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	86
Alabama and Georgia:							1st Mortgage (Equalization)....	248,000	7	" "	" "	1889	924
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	" "	" "	1890	924
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	" "	1881	94
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	874
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1114	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	1064	" "	344,500	6	" "	" "	1893	....
3d Mortgage.....	434,000	7	May & Nov.	" "	1881	100	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	" "	" "	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	204
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	" "	" "	1900	194
Allegheny Valley:							Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	94	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
1st M. E. R. T., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	844	Bonds of 1872 for \$1,000,000....	999,200	7	" "	" "	1892	102
Funding Income Bonds (guar.)	5,000,000	7*	" "	" "	1894	50	Boston and Maine:						
American Central:							Bonds of 1893 (coup. and reg.)..	3,500,000	7	Jan. and July.	Boston.	1894	1104
1st Mort., guar. by C. B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Andrewocoggin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	1084
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.:							1st Mort. (gold) end. by G. atax fr.	3,530,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	69	Buffalo and Erie:						
Land Grant Mortgage (gold)....	3,376,500	7*	April & Oct.	Boston.	1900	664	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	" "	1902	....	Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Consol. Second Mort. (gold)....	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	" "	1898	102
Income bonds.....	476,000	12	Jan. & July.	Boston.	....	93	Buffalo and Jamestown:						
Atlanta and Richmond Air Line:							1st Mortgage.....	1,000,000	6*	" "	New York.	1902	....
1st Mortgage (guar. by Georgia).	4,245,000	8	Jan. & July.	New York.	1900	50	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	58
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	" "	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
3d Mortgage (gold) Income.....	23,783,000	7*	May & Nov.	" "	1902	....	2d Mortgage for \$1,000,000....	231,500	10	" "	" "	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mortgage, stg. skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	40
1st Mortgage (S. Ga. & Fla. R.R.)	3,464,000	7	May & Nov.	" "	1888	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	" "	1902	17
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	Burlington and Missouri River:						
Atlantic and Lake Erie:							Land and R. R. Mortgage.....	4,661,050	7	April & Oct.	N. Y. & Bost.	1893	1064
1st Mort. (gold) for \$5,000,000..	.....	7*	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	375,000	8	Jan. & July.	Boston.	1878	....
Atlantic, Miss. and Ohio (423 m.).							Stock (common) Bonds.....	308,500	8	April & Oct.	N. Y. & Bost.	1879	106
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	318,500	8	Jan. & July.	" "	1894	1064
2d Mort. to State (no int. till '80).	4,000,000	....	" "	" "	....	....	Stock (common) Bonds.....	413,500	8	" "	" "	1889	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	1004
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....	Bonds convertible until 1892...	600,000	8	" "	Boston.	1883	90
1st Mort. (So. Pac. R. R. assumed)	7,188,500	6*	Jan. & July.	" "	1888	80	Burlington and Southwestern:						
1st Mort. (Central Div.) gold.....	1,180,000	6*	May & Nov.	" "	1891	....	1st Mortgage (\$20.00 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6*	" "	" "	1901	....	Cairo and Fulton (Arkansas):						
Equipment Bonds.....	753,000	10	June & Dec.	" "	1883	....	1st Mort. (R. R. and lands) S. F..	8,000,000	7*	Jan. & July.	New York.	1891	....
Income Bonds (for funding)....	529,600	6*	" "	" "	1883	....	Cairo and St. Louis (3 ft. gauge):						
Land Debentures.....	600,000	10	J. A. J. & O.	" "	1884	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	" "	1878	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	" "	1884	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	" "	1898	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	" "	1891	....	California Pacific:						
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7*	" "	" "	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	First Income b. n's.....	1,000,000	10*	" "	" "	....	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	2d Income, or double track b'ds	1,600,000	6*	" "	" "	....	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	1054	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	1014
Loan of 1853-'85.....	1,710,000	6	April & Oct.	" "	1885	1054	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	1014
Loan of 1855-'90 (Balt.) skg. fd.	3,352,247	6	Jan. & July.	" "	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	105
Loan of 1870-'95 (stg.) skg. fund.	3,525,456	6*	March & Sept.	London.	1895	....	Sterling Loan, S. F. (£262,000).	1,286,050	6*	Feb. & Aug.	London.	1880	....
Loan of 1872-1902 (stg.) S. F.....	9,374,112	6*	" "	" "	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (stg.) S. F.....	9,650,000	6*	May & Nov.	" "	1910	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mort. (N. W. Va. R.R.) ass'd	110,000	6	Jan. & July.	Baltimore.	1885	1004	2d Mortgage.....	500,000	7	April & Oct.	" "	1879	1034
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	944
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	" "	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fd) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	53
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	" "	" "	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	" "	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1888	2d Mort. guar. by W. Jersey R.						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	565,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	"	"	1894	....	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	90 1/2	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	100 1/2
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Governm't ac. sidy.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage	7,500,000	8	Jan. & July.	"	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage	1,350,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,745,000	7	Jan. & July.	New York.	1893	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1901	....	2d Mort. (" ")	1,191,000	7	April & Oct.	"	1884	90
Central of L. I. (Flush. N.C. & C.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1887	87 1/2
1st Mortgage	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	82 1/2
Convertible bonds of 1872.....	4,770,000	7	May & Nov.	New York.	1902	106	1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	113 1/2	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	104
Newark Branch Bonds	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	1,009,000	7	"	"	1899	83
Loan of L. C. & Nav. Co. (aud.)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	113
Consol. Mort. for \$25,000,000....	6,063,900	7	"	New York.	1899	108	2d Mort. (" ")	1,315,000	7.5	"	"	1898	93
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	"	1892	79
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	99 1/2	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	"	"	....	....
1st Mort. 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	1885	107	Equipment and Bridge Bonds...	245,000	10	June & Dec.	"	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	102 1/2	Consol. Mort. for \$25,000,000...	1,039,000	7	Jan. & July.	"	1904	81 1/2
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	112 1/2	Chicago and Northwestern:						
2d Mort. (Governm't Subsidy).....	25,885,000	6	"	U.S. Treasury.	1885	109	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	108
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	1899	96 1/2	General 1st Mortgage (193 m.)	3,578,000	7	"	"	1885	100 1/2
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	"	"	1888	91 1/2	Funded coupons (193 m.)	740,300	7	May & Nov.	"	1883	100 1/2
1st Mort. (S. Fr. & Okla. & Ala.)...	500,000	8*	"	"	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	"	1900	89 1/2	Green Bay Ext. (26m & 76,000 a.)	265,000	7	"	"	1885	90
Land bonds (Cen. Pac. Co.) gold	9,949,000	6*	"	"	1900	93 1/2	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	105 1/2
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
1st Mort. Consol. (Vt. Central.)	3,000,000	7	May & Nov.	Boston.	1886	21 1/2	Mississippi River Bridge	186,000	7	"	"	1884	....
2d Mort. Consol. (")	1,500,000	7	June & Dec.	"	1891	44	1st Mortgage (Peninsula)	328,000	7	March & Sept.	"	1898	94 1/2
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	55	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	98
Income and Extension Bonds	1,008,600	8	May & Nov.	"	1902	54	General Consol. Gold Bonds	9,758,000	7	June & Dec.	"	1902	83 1/2
Equipment Mort. (Vt. Central.)	1,000,000	8	"	"	1889	58	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Equipment Mort. (")	1,000,000	8	"	"	1889	58	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	58	2d Mort. (Mil. & Chi. R.R.) guar.	2,000	7	"	"	1898	....
Missisquoi R.R. (")	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	100 1/2
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar	284,000	7	"	"	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M.s.f. (Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago and Paducah (C. B. & Q.):						
Chartiers:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southw'n (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1899.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	110 1/2
Cherry Valley, Sharon and Alb.							Chi. & Southw'n (C. B. & Q.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	31	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	4,758,000	7*	Jan. & July.	"	1902	....	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
3d Mort. (") coupon.....	915,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	8	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	"	1902	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	1877-80	98 1/2	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.):							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	101
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamaroa:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	100	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage	2,383,000	7	Jan. & July.	"	1893	115	1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
2d Mortgage Income.....	1,037,000	7	April & Oct.	"	1888	107	1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	83 1/2
Consol. Bonds (\$200 stg. each).	2,919,900	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7*	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	664,000	7	April & Oct.	New York.	1894	99	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mort. guar. by I. C. & Ia. F.	400,000	7	Feb. & Aug.	New York.	1905	....
2d Mort. (")	4,300,000	7	Feb. & Aug.	"	1900	91	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	3,589,000	8	Jan. & July.	New York.	1883	116 1/2	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	2d Mortgage	65,000	7	"	"	1889	....
Loan of 1872.....	3,648,675	7	Jan. & July.	Boston.	1896	100 1/2	Cinc., Rich. & Ft. Wayne (G.R. & I.):						
Bonds of 1875, Sinking Fund.....													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds:	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	94 1/2
4th (now 3d) Mortgage guar.....	1,096,000	7	"	"	1892	102	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1906	108	1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	103	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	101 1/2	2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	108	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	860,000	7	April & Oct.	"	1886	102	1st Mortgage (on Branches).....	575,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893	44 1/2
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	"	1880	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund.....	15,244,750	7	April & Oct.	New York.	1908	50	2d Mortgage (")	1,000,000	8	"	"	1875	....
2d Mortgage skg fund.....	5,532,400	7	Feb. & Aug.	"	1909	15	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Income convertible.....	3,593,000	7	"	"	1890	....	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-95	95	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. (")	244,400	7	Jan. & July.	"	"	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1876	....
1st M., a.f. (")	39,650	7	May & Nov.	"	1886	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	"	1886	....
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.Sh. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	204,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	101
2d Mortgage (Ind. Central).....	668,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansp't & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort. guar. by C. B. and Q.	753,000	8	Jan. & July.	New York.	1889	105
Income (")	74,024	7	"	"	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	100
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	75,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab.:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	403,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000.....	669,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.....	290,500	6	June & Dec.	"	1876	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.....	487,500	7	"	"	1876-81	96	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	96	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	106
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,989,000	7	Jan. & July.	New York.	1900	92
Connecticut Valley:							2d Mortgage.....	190,000	4	"	"	1882-87	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	9,000	6	Jan. and July.	"	1886	....
1st Mortgage tax free.....	2,074,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Company Bonds (E. T. & Ga., old)	635,000	6	"	"	1880-86	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	"	"	1876	....
1st Mort. ABCD & E \$200,000 each	921,000	6	March & Sept.	Philadelphia.	1,2,3,4	94	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-85.....	160,000	6	April & Oct.	"	1885	....
Cowanesque Valley:							Loan of 1867-87.....	969,000	7	March & Sept.	"	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868-88.....	1,000,000	6	March & Sept.	"	1888	....
2d Mortgage.....	160,000	7	May & Nov.	"	1882	....	Loan of 1869-89.....	500,000	6	May & Nov.	"	1889	....
Cumberl'd & Penn. (Consol. Coal):							Loan of 1872-82.....	1,555,000	7	various.	"	1882	52 1/2
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-83.....	878,900	6	March & Sept.	"	1893	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	"	1884	56 1/2
Cumberland Valley:							Stealing Sink, Fd. Bonds.....	3,000,000	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	"	"	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	"	"	1884	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870-72.....	400,000	7	"	"	1900-92	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	103 1/2
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1882	60 1/2
2d Mortgage.....	308,000	7	"	"	1886	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	102 1/2
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	100 1/2
Davenport and St. Paul:							3d Mortgage.....	4,852,000	7	"	"	1883	96 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	93
Dayton and Michigan (C. H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	92
1st Mortgage sinking fund guar.	1,555,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage....	182,600	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	....	Sterling Loan (£1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1875	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000.	1,207,000	7 1/2	"	N.Y. & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-94	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,445	6	"	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	104
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	102
1st Mort. (Flush.) and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	65 1/2
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	8	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	5,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	.....	London.	....	....	Sterling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
Fonda, Johnato'n & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	106 1/2
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	28 1/2
Framingham and Lowell:							1st Mortgage Extension gold...	2,000,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	85	2d Mortgage.....	1,500,000	8	"	"	1890	10
2d Mortgage.....	150,000	8	"	"	1883	94	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S. C. & P.)							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	105 1/2	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	61
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds.....	1,077,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	499,100	7	March & Sept.	"	'78-'88	....
Georgia (and Banking):							Equipment Bonds, registered....	376,000	10	"	"	1883	80 1/2
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	....
Utman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	49,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	'77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	240,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1888	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bo ds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81 1/2
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds £2,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	101 1/2
Provincial Debenture £3,111,600	15,567,500	....	.....	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.	1,517,000	8	Jan. & July.	New York.	1885	98
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	93
Mortgage Bonds £547,000.....	2,735,000	6 1/2	April & Oct.	"	'77-'78	....	2d Mortgage guar.	158,000	8	March & Sept.	"	1878	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	84
D-benture Bonds £1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	78	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	52	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,200,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	James' & Frank. (L. S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,768	7	"	"	'81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (") " " " " " "	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	29	2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	75 1/2	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	101 1/2	Iunction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	101 1/2	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	106
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	80	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	100
1st Mort. (Q. & Palm R. R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R. R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	97 1/2
Harlem Extension:							Kalamazoo and Schoolcraft:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Harrisburg & Lancaster:							Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage, guar. by Pa. R. R....	700,000	8	Jan. & July.	Philadelphia.	1883	102 1/2	1st Mortgage guar. by lessees....	710,000	8	May & Nov.</			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3.0-0,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres)	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan	100,000	6	Jan. & July.	"	1881	....
2d Mort. (") gold	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-78	....
2d Mort. (") gold	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income)	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-86	....
Kentucky Central:							1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	....
Keokuk and Des Moines:							Louisville Loan	849,000	6	"	"	86-87	....
1st Mortgage	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.	864,000	8	April & Oct.	Boston.	1879	106	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Lat. Blooming. & Miss. (T.W. & W.):							1st Mortgage not end. endorsed	100,000	7	"	"	1887	....
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	62	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Lat. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort. S.F. Reg'd	6,118,000	7	J. A. J. & O.	"	1900	102	\$1,110,000 Loan, tax free	756,800	6	Jan. & July.	"	1898	91
Consol. Mort. S.F. Coupon	8,471,000	7	Jan. & July.	"	1900	103	Extension (gold) Loan	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000	3,629,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds	1,000,000	7	"	"	1899	101	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	103	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. (")	1,000,000	7	April & Oct.	"	1892	104	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	2,525,000	7	May & Nov.	"	1885	105	1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (")	2,692,000	7	"	"	1877	100	Bath (Androscoggin) Loan	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	819,000	7	Jan. & July.	"	1885	105	Mansfield & Framing. (B.C. & F.):						
2d Mort. (")	200,000	7	April & Oct.	"	1886	102	1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1889	94
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	"	1888	....	Marietta and Cincinnati:						
Mort. Bonds (")	2,850,000	7	April & Oct.	"	1898	103	1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Det'r., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1878	101	2d Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	108
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83	3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	80
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	460,000	7	"	"	1894	....	1st Mortgage gold	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (")	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)	1,780,000	8	Jan. & Dec.	New York.	1892	....
1st Mortgage gold	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000	696,000	7	"	"	1892	....	Consolidated Mortgage	1,454,000	8-10	Various.	"	92-03	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massawippi Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds	3,200,000	10	"	"	1902	....	2d Mortgage	150,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chi.):							Massillon & Cleve. (C.M. V. & D.):						
1st Mortgage, guaranteed	355,000	7	Feb. & Aug.	New York.	1896	....	1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage	500,000	7*	Jan. & July.	New York.	1890	....
Leaven. Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	17	1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan	1,814,142	6	"	"	....	....
Lehigh and Lackawanna:							Income Bonds	600,000	10	March & Sept.	"	73-78	....
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan)	5,000,000	6	June & Dec.	Philadelphia.	1898	105	2d Mortgage	1,000,000	8	"	"	....	....
1st Mortgage (") reg.	6,000,000	7	March & Sept.	"	1910	110	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000	6,000,000	7*	June & Dec.	"	1923	97	1st Mort. (South Bend Di.)	200,000	8	May and Nov.	New York.	1890	96
General Mort. for \$40,000,000	5,000,000	6*	"	"	1922	99	Michigan Central:						
General Mort., registered	5,000,000	6*	"	"	1922	99	1st Mortgage, convertible	556,000	8	April & Oct.	Boston.	1882	....
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	113
1st Mortgage	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	100
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	100
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1899	....	Equipment Bonds for \$800,000	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	102
Little Miami:							Michigan Lake Shore:						
1st Mortgage	1,490,000	6	May & Nov.	New York.	1883	1st Mortgage	800,000	8	Jan.			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifcy)	\$ 700,000	7	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.....	3,000,000	7	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.)							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1888	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$8,000,000 gold	3,704,500	7	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7	Jan. & July.	"	1900	....	1st Mortgage for \$12,250,000.....	6,617,500	7	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.)						
1st Mortgage.....	680,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for £800,000, guar.....	4,000,000	6	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	'81-'93	....	New York Central & Hudson R.						
Tennessee State Loan.....	430,547	6	"	"	"	....	Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	102
Mississippi Valley and Western:							Bonds for debts assum'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	....
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks (")	592,000	6	"	"	1883	100
1st Mortgage gold, sinking fund.	2,000,000	7	June & Dec.	"	1910	....	Bonds for Real Estate (")	162,000	6	"	"	1883	100
Missouri, Kansas and Texas:							Bonds of 1884 renewed (")	2,431,000	6	June & Dec.	"	1887	104
1st Mort. (U. Pac. S. B.) skg fund	3,220,000	6	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	112
1st Mort. (Tebco & Neahoa) S. F.	362,000	7	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7	Feb. & Aug.	"	1904	....	1st Mort., coup. } for \$300,000,000	3,904,000	7	Jan. & July.	"	1903	120
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort., reg'd }	9,733,333	6	"	"	1903	118
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000			London.	1903	....
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	54	Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
Mobile and Girard.							Consol. Mort. of 1872, coupon.	6,822,000	7	May & Nov.	"	1900	111
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg'd.			"	"	1900	118
2d Mortgage.....	300,000	8	"	New York.	1889	....	N. York, Housatonic & Northern:						
Plain bonds.....	33,500	8	"	Savannah.	1887	....	1st Mortgage.....	240,000	7	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,434,000	8	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000.....	2,500,000	7	Jan. & July.	New York.	1902	....
2d Mortgage.....	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
1st Mortgage Sterling.....	5,686,000	6	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	"	"	'76-'83	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	6	"	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds.....	1,688,000	7	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	"	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000.....	7	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....	....
Convertible 3 per cent. bonds.....	977,550	8	M. J. S. & D.	New York.	"	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.)							1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.....	1,800,000	7	March & Sept.	New York.	"	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
2d Mortgage.....	700,000	7	"	"	"	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Income Mortgage.....	888,400	7	"	"	"	....	General Mort. for \$1,000,000.....	827,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	157,000	7	"	"	1877	....
Montgomery and Eufaula:							2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
1st Mortgage end. by Ala. gold.	1,040,000	6	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
Monticello and Port Jarvis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	226,600	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	115	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	2,006,000	7	Feb. & Aug.	"	1891	109	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1896	9
Convertible bonds.....	384,000	7	Jan. & Aug.	"	1900	103	North Pennsylvania:						
Construction bonds of 1871.....	573,000	7	Feb. and Aug.	"	1889	101	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	10
Gen'l M. (lat on Boont-n Br.) gr.	4,821,000	7	April & Oct.	"	1901	109	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	10
Special Mortgage.....	1,029,000	7	"	"	"	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	10
Consol. mort. for \$25,000,000 guar.	3,000,000	7	June & Dec.	"	1915	103	General Mortgage.....	435,500	7	Jan. & July.	"	1903	10
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N.S. & Cent):						
1st Mort., endorsed by Tenn.....	1,450,000	6	Jan. & July.	New York.	'74-'82	82	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	Northern Central:						
New Mortgage.....	5,800,000	7	"	"	1913	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	1
Nashville and Decatur (L. & Nash.)							2d Mortgage S. F. Coupon.....	1,570,000	6	Jan. & July.	Baltimore.	1885	1
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	9
2d Mortgage gold.....	500,000	6	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	9
Naugatuck:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.....	102,000	7	Jan. & July.	Bridgeport.	1876	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Newark & New York (C. of N. J.):							Consol. Mort. coupon.....	2,599,000	6	"	Baltimore.	1900	9
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.....	205,000	6	April & Oct.	"	1900	....
Newark, Somerset & Stratville:							Consol. General Mort. S. F.....	2,000,000	6	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.....	800,000	7	May & Nov.	New York.	1889	99	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northern Pacific:						
New Issue for \$360,000.....	400,000	7	"	"	1894	107	1st Mort. on R. R. & lands gold..	30,097,600	7.3	Jan. & July.	New York.	1900	1
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	10
New H., Middle'n & Williman:							Northwestern Union (C. & N. W.):						
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7	.....	New York.	....	....
2d Mortgage.....	2,000,000	7	"	"	1881	....	Norwich & Worcester (B. H. & E.):						
New Haven and Northampton:							1st Mort. Mass. Loan, skg. fd..	400,000	6	Jan. & July.	Boston.	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Construction Bonds.....	150,000	7	"	"	1877	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	'80-'82	....	Nyack and Northern:						
Holyoke and Westfield b. bonds.	200,000	7	"	"	1891	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
New Jersey Midland (N. Y. & O. M.):							Ogdensburg and Lake Champlain:						
1st Mortgage gold, guar.....	3,000,000	7	Feb. & Aug.	New York.	1895	....	Equipment Mortgage.....	370,000	8	Jan. & July.	Boston.	1878	....
2d Mortgage.....	1,500,000	7	"	"	1881	....	Equipment Mortgage.....	200,000	8	"	"	1879	....
New Jersey and New York:							Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	....
1st Mortgage.....	500,000	7	March & Sept.	N. Y. or Lond.	1893	....	Ohio and Mississippi:						
New Jersey Southern:							Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1888	....
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	28	Consolidated S. F. Mortgage.....	3,558,000	7	"	"	1898	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	Consolidated Mort., Sterling.....	112,000	7	"	London.	1898	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....	2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	....
Consol. Mort. for \$7,000,000.....	5,303,000	7	April & Oct.	"	1903	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
Income Mortgage.....	750,000	7	"	"	1881	....	Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
New Jersey West Line:							1st Mort. (Springfield Division).	3,000,000	7	May & Nov.	"	1906	....
1st Mort. gold, for \$3,000,000.....	3,000,000	7	May & Nov.	New York.	1900	....	Jil Creek and Allegheny River:						
New London Northern (Cen. Vt.):							1st Mortgage (J. O. R. R.).....	580,000	7	April & Oct.	Philadelphia.	1896	....
1st Mortgage.....	301,000	6	April & Oct.	New York.	1885	....	1st Mort. (Warren & Franklin).	1,800,000	7	Feb. & Aug.	"	1882	....
2d Mortgage.....	50,000	7	June and Dec.	"	1892	....	1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	"	1890	....
							Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt.:	\$					
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	100	Mortgage Loan, convertible....	302,000	6	Jan. & July.	Phila. & Bost.	1884	101
Plain Bonds.....	32,000	5	"	"	1884	99	Loan of 1866.....	400,000	6	April & Oct.	"	1876	
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1867.....	1,000,000	6	"	"	1887	101
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872.....	600,000	6	"	"	1892	
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	...	Pickering Valley (Phila. & Rdg):						
Omaha and Northwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	...
1st Mort. Land Grant, Gold.....	16,000 pm	7.3	Jan. & July.	New York.	1901	...	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia	1890	...
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Steub. & Ind.) conv....	3,000,000	6	Monthly.	New York.	1884	...
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	...
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	...
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold.....	10,950,000	7	April & Oct.	New York.	...	...	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	115
Oreage Valley & Southern Kansas:							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...
Oswego and Rome (R.W. & O.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	108
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	...
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	...
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series K).....	800,000	7	April & Oct.	"	1912	...
Ottawa, Oswego & Fox River:							2d Mortgage (Series L).....	800,000	7	May & Nov.	"	1912	...
1st Mortgage guar by C.R. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series M).....	800,000	7	June & Dec.	"	1912	...
Owensboro' and Russellville:							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	100
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	...	Bridge (O. & P. R. R.) bonds....	27,500	7	May & Nov.	Philadelphia.	1876	...
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, 1900	100,000	7	Jan. & July.	New York.	1887	...
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	82	Equipment bonds.....	1,000,000	8	March & Sept.	"	1894	...
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	89	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	...	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	...
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	...	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	...	1st Mort. (Pittsb. & Conn'sville)....	4,000,000	7	Jan. & July.	Baltimore.	1898	104
1st Mort. (Carondelet Branch)....	500,000	6	April & Oct.	"	1889	...	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	...
1st Mort. (Leav. Atch. & N.W.)	500,000	7	"	"	1889	...	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1899	...	Real Estate Mortgage.....	100,000	6		Baltimore.	1883	...
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7	Feb. & Aug.	New York.	1902	...	1st Mortgage for \$3,600,000.....	20,000 pm	7	Jan. & July.	New York.	1901	...
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg. £597,800.	2,889,330	7	April & Oct.	London.	1897	...	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	...
Paris and Decatur:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage gold, S. F.....	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	...	1st Mort. (Maine Section) gold....	800,000	6	Jan. & July.	Boston.	1900	...
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6	May & Nov.	"	1901	50
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	Portland and Ogdensburg (Vt.):						
Pekin, Line. & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	46
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (UC of N.J.):							1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	...
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	...
1st Mortgage gold (S.F.), 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	...	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	...
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	...	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	...
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105	1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N.Y. & Lond.	1889	...
General Mortgage.....	19,934,760	6	J. A. J. & O.	Philadelphia.	1910	102	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	...
General Mortgage, registered.....	14,550,000	6	Jan. & July.	London.	1905	...	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage.....	5,201,675	5	April & Oct.	Philadelphia.	1875-90	...	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	47
State lien for \$7,500,000, skg fd							Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free..	644,500	7	Jan. & July.	New York.	1910	...
1st Mortgage.....	457,500	7	Feb. and Aug.	New York.	1881	...	2d Mortgage.....	78,000	7	"	"	...	...
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	...	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	...
2d Mortgage.....	519,000	7	April & Oct.	"	1903	...	Stoughton Branch bonds.....	1,000,000	6	"	"	...	...
Pennsylvania & New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	109	1st Mortgage gold.....	1,000,000	7	May & Nov.	Philadelphia.	1882	...
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	...	Quincy and Palmyra:						
Peoria & Bureau Val (C.R. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	...
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	52
1st Mortgage, traffic guarantee..	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	758,000	8	Jan. & July.	Boston.	1890	106
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	...	Reading and Columbia (P. & R.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	"	1900	...	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
Peoria and Rock Island:							2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	...
1st Mort. gold, conv. & tax free..	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	...	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	...	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	111
Perkkiomen (Phila. and Rdg):							3d Mortgage.....	150,000	7	"	"	1887	...
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	91	1st Mort. (Saratoga & Whitehall)...	400,000	7	March & Sept.	New York.	1886	...
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	...
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1902	93	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	...
2d Mortgage.....	500,000	8	"	"	1902	...	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	...
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	...	Virginia State Loan, skg fund....	600,000	6	Jan. & July.	Richmond.	1880	...
1st Mortgage (Md. Div. 91 m.)....	300,000	6	"	"	1891	...	1st Mortgage state guar. bonds....	157,800	6	"	"	1875	...
2d Mortgage (Pa. & Md. 46 m.)....	400,000	7	"	"	1900	...	1st Mort. (Piedmont Branch)....	500,000	6	"	"	1888	...
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.)....	500,000	6.7	April & Oct.	N. Y. or Rich.	1888	...
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	101	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	1875-90	72
1st Mortgage.....	5,000,000	6	"	"	1881	97	Rich. Frederickburg & Potomac:						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$ 345,000	8	May & Nov.	Saginaw.	1892	....	South Carolina:	\$					
1st Mortgage.....							1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	8-7,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M.(W.D.)land grant, g'd tax fr	5,500,000	6*	"	"	1900	....	1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron(Cumb.Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	106	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f.d. (Series B)	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	21,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	77	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	50 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	94	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	55 1/2	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'g)	2,500,000	7*	June & Dec.	"	1897	....	1st prefer'd bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,500	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	90 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sunk. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M.(Evans,D.)gold skg f.d.con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H.&L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cent. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	"	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Waub.) 80m.	366,000	7	Jan. & July.	"	1892	....	Springsfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,145,767	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springsfield & Illinois S. Eastern:						
2d M. (" do.) R. R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000		7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springsfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stansstead, Shefford and Chamblay:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	99 1/2	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand, Mansfield & Newark (B.&O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	605,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq.(D.&H.Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS&MS):							1st Mort. gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,500,000....	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	....
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1894	79
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,800,000	7	Feb. and Aug.	"	1896	67
Shamokin Valley & Pottaw.(N.C.):							1st Mortgage (Western Div.)....	1,300,000	7	April & Oct.	"	1886	22
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89 1/2	2d Mort.conv.(").....	1,300,000	7	April & Oct.	"	1886	22
Shoebogyan and Fond du Lac:							Equipment Mort.sinking fund..	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,												

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	84
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	100
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	105
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	95
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	89
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	106
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	60	Jan. and July.	New York.	1899	96
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	79
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).....	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							Western Union (Chi., M. & St. P.):						
1st Mortgage gold, tax free.....	27,236,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	105	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	100	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	Debtenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	86
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	96	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	99
Omaha Bridge B'ds, stg. \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Union Pacific (Central Div.):							1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1895	....	2d Mort. (Cape May & Millville)	340,000	7	Apr. and Oct.	"	95	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	Consolidated Mortgage.....	1,000,000	7	"	"	1899	103
Union Pacific, S. Br. (M. & K. T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
Union & Titusville (O. C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	70	"	"	1902	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	White Water Valley:						
United N. J. R. R. & Canal Cos.:							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	101	Wico Mico and Pocomoke:						
Sterling Loan \$369,200 (U. Co's)	1,844,000	50	"	London.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan \$360,000 (")	1,800,000	60	"	"	1894	....	Williamston and Tarboro:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Comp's)	154,000	6	Feb. and Aug.	"	1888	....	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	53
Ster'l'g S. F. \$222,000 (C. & A. M.)	1,810,000	60	Feb. and Aug.	Philadelphia.	1883	101	Wilmington and Rending:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Princeton.	1889	101	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	44
Loan of 1889 (")	866,000	6	June & Dec.	Philadelphia.	1889	105	2d Mortgage coupon or regis....	1,500,000	7	Jan. and July.	"	1902	10
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	....	Wilmington and Weldon:						
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
Utah Central:							Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	99
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	73	J. A. J. & G. Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	60
Utica and Black River:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	55
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Extension mortgage bonds.....	4,875,000	70	June & Dec.	"	1906	....
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	1st M. L. G. gold S. F. \$25,000pm	4,618,500	70	Jan. and July.	Boston.	1901	52
Vermont Cent. - See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	CANAL BONDS.						
2d series (blue).....	850,000	7	"	"	1890	....	Chesapeake and Delaware:						
Mortgage (3d series (black).....	138,000	7	"	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	88
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Ohio:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
Vineland:							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	116
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware Division (L. C. & N.):						
Virginia & Tennessee (A. M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	73	Delaware and Hudson:						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	73	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	104
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	111
Funded Interest.....	225,300	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	112
Income Mortgage (fundable).....	93,500	8	"	"	1866	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	107
Wallkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Bonds.....	42,550	6	"	"	1882	96
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	....	Convertible Loan, gold.....	822,000	60	March & Sept.	"	1894	105
Warren & Franklin (O. C. & Allr.):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	102
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	102
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,757,000	60	June & Dec.	"	1897	107
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,066,000	7	"	"	1911	....
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	8	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	81	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	350,000	7	"	"	1891	....	Morris and Banking:						
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	98	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	71	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
3d Mort. (")	600,000	8	May and Nov.	"	1873	70	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. (")	700,000	8	March & Sept.	"	1880	66	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'98	....	1st Mortgage (W. Val. Can.)...	600,000	6	"	"	1878</	

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

10. *error* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.													
Property and Assets.				Liabilities.		Railroad Operated.		Operations.		Earnings.		Value of Shares.	
Companie.				Accounts and Cash.		Stocks.		Bonds.		Accounts.		Market.	
Rolling Stock.				Assets.		Surplus Income.		Trains Moved.		Freight.		Par.	
Railroad.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Dividends.	
Main Lines.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Branch Lines.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Gross.	
2d Track and Sidings.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Engines.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Pass.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Car.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Freight.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
B. M. E.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Car.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Freight.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
B. M. E.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Car.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Freight.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
B. M. E.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Car.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Freight.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
B. M. E.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
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B. M. E.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Car.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
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B. M. E.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Car.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
Freight.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
B. M. E.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
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B. M. E.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
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Freight.				Rolling Stock.		Surplus Income.		Trains Moved.		Freight.		Net.	
B. M. E.				Rolling Stock.		Surplus Income.</							

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

a asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."
 "State and Land Grant Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																				Value of Shares.								
Property and Assets.										Liabilities.					Operations.				Earnings.		Value of Shares.							
Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		
Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.		Freight.	Railroad.	Freight.	Railroad.	Freight.	Railroad.	Freight.
1874	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1875	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1876	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1877	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1878	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1879	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1880	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1881	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1882	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1883	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1884	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1885	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1886	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1887	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1888	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1889	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1890	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1891	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1892	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1893	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1894	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
1895	164,169	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000			

Line	Station	Distance	Time	Rate	Notes
1	Albany	100	1:00	1.00	
2	Albany	100	1:00	1.00	
3	Albany	100	1:00	1.00	
4	Albany	100	1:00	1.00	
5	Albany	100	1:00	1.00	
6	Albany	100	1:00	1.00	
7	Albany	100	1:00	1.00	
8	Albany	100	1:00	1.00	
9	Albany	100	1:00	1.00	
10	Albany	100	1:00	1.00	
11	Albany	100	1:00	1.00	
12	Albany	100	1:00	1.00	
13	Albany	100	1:00	1.00	
14	Albany	100	1:00	1.00	
15	Albany	100	1:00	1.00	
16	Albany	100	1:00	1.00	
17	Albany	100	1:00	1.00	
18	Albany	100	1:00	1.00	
19	Albany	100	1:00	1.00	
20	Albany	100	1:00	1.00	
21	Albany	100	1:00	1.00	
22	Albany	100	1:00	1.00	
23	Albany	100	1:00	1.00	
24	Albany	100	1:00	1.00	
25	Albany	100	1:00	1.00	
26	Albany	100	1:00	1.00	
27	Albany	100	1:00	1.00	
28	Albany	100	1:00	1.00	
29	Albany	100	1:00	1.00	
30	Albany	100	1:00	1.00	
31	Albany	100	1:00	1.00	
32	Albany	100	1:00	1.00	
33	Albany	100	1:00	1.00	
34	Albany	100	1:00	1.00	
35	Albany	100	1:00	1.00	
36	Albany	100	1:00	1.00	
37	Albany	100	1:00	1.00	
38	Albany	100	1:00	1.00	
39	Albany	100	1:00	1.00	
40	Albany	100	1:00	1.00	
41	Albany	100	1:00	1.00	
42	Albany	100	1:00	1.00	
43	Albany	100	1:00	1.00	
44	Albany	100	1:00	1.00	
45	Albany	100	1:00	1.00	
46	Albany	100	1:00	1.00	
47	Albany	100	1:00	1.00	
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92	Albany	100	1:00	1.00	
93	Albany	100	1:00	1.00	
94	Albany	100	1:00	1.00	
95	Albany	100	1:00	1.00	
96	Albany	100	1:00	1.00	
97	Albany	100	1:00	1.00	
98	Albany	100	1:00	1.00	
99	Albany	100	1:00	1.00	
100	Albany	100	1:00	1.00	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds		
		Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	p c	p c	p c.
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	...
" " guar.	276,200	7	7	...
Atlantic and Pacific, preferred	10,000,000	7	7	4
Atlantic and St. Lawrence,* guar.	3,994,900	4	4	...
Baltimore and Ohio,* preferred	3,582,800	6	5	104
Berkshire,* guaranteed	600,000	7	7	...
Blossburg and Corning,* guaranteed.	250,000	6	6	...
Boston, Concord and Montreal, pref.	800,000	6	6	78
Buffalo, New York and Erie,* guar.	960,000	7	7	...
Catawissa,* pref. and guar.	1,159,500	7	7	85
Camden and Amboy,* guaranteed.	5,847,800	10	10	125
Camden and Atlantic, preferred.	838,469	7	7	104
Cayuga and Susquehanna,* guar.	689,110	9	9	...
Cedar Rapids and Missouri River, preferred and * guaranteed.	769,000	7	7	...
Central of New Jersey,* guar.	20,000,000	10	10	104
Central Ohio,* preferred	411,580	6	6	58
Chehungen,* guaranteed.	390,000	6	6	...
Cheshire, preferred.	2,153,200	7	5	49
Chicago and Alton, † preferred.	2,425,400	10	10	105
Chicago, Iowa & Nebraska,* guar.	3,916,300	8	8	109
Chicago and North-Western, pref.	21,498,653	7	7	58
Cinc. Sand and Cleveland, pref.	429,000	6	6	66
Cleveland and Mahoning,* guar.	2,058,200	7	7	...
Cleveland and Pittsburg,* guar.	11,236,150	7	7	90
Cumberland Valley, 1st preferred.	241,900	8	8	...
" 2d preferred.	243,000	8	8	...
Dayton and Michigan, pref. & guar.	922,400	8	8	...
Delaware,* guaranteed.	1,830,950	6	6	...
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	...
Dubuque and Sioux City,* guar.	5,000,000	8	3	63
Dubuque South-Western, pref.	590,315	8	8	...
Eastern (N. H.)* * guaranteed.	492,500	6	6	28
Elmira, Jeff. and Canad.* guar.	500,000	5	5	...
Elmira & Williamspt, pref. & guar.	500,000	7	7	80
" com. & guar.	500,000	5	5	...
Erie Railway, preferred.	8,538,910	7	7	35
Erie and Pittsburg,* guar.	2,000,000	7	7	...
Evansville and Crawfordville, pref.	100,000	7	7	...
Hannibal and St. Joseph, pref.	2,167,700	7	7	25
Harrisburg and Lancaster,* guar.	1,182,550	7	7	104
Houstonic, preferred.	1,180,000	8	8	98
Huntington & Broad Top Mtn, pref.	190,750	7	7	27
Jeff., Mad. & Indianapolis,* guar.	2,000,000	7	7	...
Joliet and Chicago,* guar.	1,500,000	7	7	98
Joliet and Northern Indiana,* guar.	300,000	8	8	...
1st Miami, Col. and Xenia,* guar.	6,894,450	8	8	...
Louisv., Cincinnati and Lex. pref.	861,000	9	9	...
Marietta and Cincinnati, 1st pref.	9,101,650	6	6	9
" 2d pref.	4,438,250	6	6	...
Mich. Southern, (Lake Shore) guar.	538,500	10	10	...
Mill Creek,* guaranteed.	323,375	10	10	105
Milwaukee and St. Paul, preferred.	12,274,483	7	7	35
Mine Hill,* guaranteed.	3,856,450	8	8	108
Montclair,* guaranteed.	2,000,000	7	7	...
Morris and Essex,* guar.	15,000,000	7	7	103
Nesquehoning Valley,* guar.	2,000,000	10	10	110
Newark and New York,* guar.	1,000,000	7	7	...
Newcastle and Beaver Valley* guar.	605,000	10	10	...
New Jersey,* guaranteed.	7,295,200	10	10	121
New London Northern,* guar.	971,400	10	10	106
New York & Harlem,* pref. & guar.	1,500,000	8	8	133
" com. & guar.	8,500,000	8	8	133
Niagara Br. & Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.), preferred.	105,000	8	8	...
Northern New Jersey,* guar.	1,000,000	8	8	128
Norwich and Worcester,* guar.	2,823,400	10	10	128
Ogdensburg & Lake Champ,* guar.	3,077,000	7	7	35
" pl. & guar.	2,000,000	8	8	75
Ohio and Mississippi, preferred.	4,030,000	7	7	40
Oswego and Syracuse,* guar.	1,144,400	9	9	...
Panama, guaranteed.	7,000,000	12	12	120
Patterson and Hudson,* guar.	630,000	8	8	...
Pemberton and Hightstown,* guar.	342,000	6	6	...
Peoria and Bureau Valley,* guar.	1,200,000	8	8	...
Philadelphia and Erie, preferred.	2,400,000	12	12	195
Phila. Germant'n & Norrist'm,* guar.	2,231,900	12	12	195
Philadelphia and Reading, † pref.	1,551,687	10	10	110
Philadelphia and Trenton,* guar.	1,259,100	10	10	131
Pittsburg, Ft. Wayne & Chic. guar.	22,214,285	7	7	98
Pittsfield and North Adams,* guar.	460,000	6	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	...
Rocheater & Genesee Valley,* guar.	557,590	7	7	14
Rutland,* preferred and guaranteed.	4,300,000	7	7	21
St. Louis, Alton & Terre Haute,* guar.	2,468,400	7	7	...
St. Louis, Jacksonv. & Ch., pf. & guar.	1,054,100	7	7	...
St. Louis, Kansas City & Nor. pref.	12,000,000	4	4	52
Schenckkill Valley,* guaranteed.	576,000	6	6	...
Shamokin V. & Pottsville,* guar.	869,450	6	6	...
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	...
" 2d pref.	1,000,000	7	7	...
Wabash and Western, pref.	1,000,000	7	7	100
Warren,* guaranteed.	1,800,000	7	7	...
CANAL STOCKS.				
Delaware Division,* guar.	1,638,350	8	8	...
Delaware and Kanran,* guar.	5,847,500	10	10	...
Morris preferred and * guaranteed.	1,175,000	10	10	128
" a. & n. & guar.	1,695,000	4	4	52
Schoeykill Navigation preferred.	2,808,977	6	6	30

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 27 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, \$6; Scrap Wrought, \$8 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.

Fig. Scotch-Coltness.....	per ton 28	@	—
Gartsherrie.....	32	50	@
Summerlee.....	—	27	@
Carbrioe.....	—	28	@
Langloan.....	—	28	@
Glenarnock.....	21	—	@
Eglinton.....	29	50	@ 30
Fig. American, No. 1.....	23	—	@ 24
Fig. American, No. 2.....	22	—	@ 23
Fig. American, Forge.....	16	—	@ 21
Bar, Refined, English and American.....	—	—	@
Bar, Swedes, assorted sizes.....(gold).....	—	—	@110
(STORE PRICES.)			
Bar, Swedes, ordinary sizes.....	130	—	@140
Bar, Swedes, Plow sizes.....	—	—	@
Bar, Refined, $\frac{1}{2}$ to 2 in. rd. & sq. 1 to 6	—	—	@
inch x $\frac{1}{2}$ to 1 in.....	57	50	@ 60
Bar Refined, $\frac{1}{2}$ to 6 by $\frac{1}{2}$ & 5-16 in.....	62	50	@ 65
Bar Refined, 1 & $\frac{1}{2}$ by $\frac{1}{2}$ & 5-16.....	62	50	@ 65
Large Rounds, 2 $\frac{1}{2}$ @2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ @4 in.....	62	50	@ 72 50
Scroll.....	77	50	@122 50
Ovals and Half-round.....	72	50	@ 82 50
Band, 1 to 6 in. by 3-16 to No. 12.....	72	50	@ 77 50
Horse Shoe.....	85	—	@ 90
Rods, $\frac{1}{2}$ @3-16 inch.....	67	50	@110
Hoop, $\frac{1}{2}$ by No. 22 to 1 & $\frac{1}{2}$ by 13 & 14.....	82	50	@132 50
Nail Rod.....	—	74	@ 8
Sheet Russia, as to assortment.....(gold).....	12	—	@ 12 $\frac{1}{2}$
Sheet, Single, D. and T. Common.....	4 $\frac{1}{2}$	—	@ 4
Sheet, Doubles and Trebles, Charcoal.....	5	—	@ 5 $\frac{1}{2}$
Sheet Galvanized 1st and 2d quality.....List 20@35	—	—	p ct. dsc.
Rails, English.....(gold).....	per ton. 35	—	@ 36
Rails, American, at Works in Penna.....c'y 45	—	—	@ 50
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, $\frac{3}{4}$ cents per lb. and 10 per cent. ad val. (Store Prices.)			
English, Cast, (2d and 1st quality).....per lb.....	144	—	@ 17
English Spring (2d and 1st quality).....	83	—	@ 7
English Bilster (2d and 1st quality).....	9	—	@ 14
English Machinery.....	104	—	@ 11
English German (2d and 1st quality).....	101	—	@ 11 $\frac{1}{2}$
American Bilster.....	—	—	@ 9
American, Cast, Tool.....	—	—	@ 16
American, Cast Spring.....	—	—	@ 10
American Machinery.....	—	—	@ 11
American German Spring.....	—	—	@
NAILS—DUTY: Cut, 14; Wrought, 24. Wrought Horse Shoe, 5 cents per lb.; Copper, 48 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.			
10d. to 60d. Com. Fence & Sheath per keg.....	3	—	@ 3 15
8d. and 9d. ".....	3	25	@ 3 40
6d. and 7d. ".....	3	50	@ 3 55
4d. and 5d. ".....	3	75	@ 3 90
3d. and 4d. Light.....	4	50	@ 4 55
3d. Fine.....	5	25	@ 5 40
2d.....	6	—	@ 6 15
Cut Spikes, all sizes.....	3	25	@ —
TIN—DUTY: Pig, Bars and Block, 75%; Plate and Sheets and Terno Plates, 1-1-10 cents per pound.			
Blanca.....(gold) per lb.....	—	—	@ 24
Straits.....(gold).....	191	—	@ 20
English, L. & F.....(gold).....	191	—	@ 191
English, Refined.....(gold).....	191	—	@
Plates—Fair to good brands.....	—	—	@ Gold.
I. C. Charcoal.....per box.....	7	25	@ 7 50
I. C. Coke.....	6	25	@ 6 25
Coke Terno.....	5	75	@ 6 25
Charcoal Terno.....	6	75	@ 7 25
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.			
Crude 40@48 gravity (in bulk).....	—	74	@ —
Crude 40@47 gravity (in shipping order).....	104	—	@ 104
Refined, Standard White (in ship'g order).....	124	—	@ —
Refined, S. W. (in jobbing lots).....	14	—	@ 15
Refined, S. W. (in tin).....	104	—	@ 19
Naphtha, Refined (66@73 gravity).....	—	—	@ 94
Residuum.....(in shipping order) per gall.....	—	—	@ 64
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.			
Copper, New Sheathing, (over 12 oz.) per lb.....	—	—	@ 30
Copper, Bolts.....	—	—	@ 31
Copper, Braziers' (over 16 oz.).....	—	—	@ 31
Copper, Nails.....	—	38	@ 39
Copper, Old Sheathing, &c., mixed lots.....	19	—	@ 21
Copper, American Ingot Lake.....	231	—	@ 21
Copper, English Pig.....	—	—	@ —
Yellow Metal, New Sheathing & bronze.....	—	—	@ 21
Yellow Metal, Bolts.....	—	—	@ 28
Yellow Metal, Nails, Sheathing & Slatting.....	—	—	@ 21
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, $\frac{1}{4}$ cents per lb.; Pipe and Sheet, 24 cents per lb.			
Spanish Ordinary.....(gold) per 100 lb. 7 12	—	—	@ —
German Ordinary.....(gold) 7 12	—	—	@ —
English.....(gold).....	—	—	@ 7 12
Foreign Refined.....(gold).....	—	—	@
Domestic.....(gold) 5 95	—	—	@ 6
COAL—DUTY: Bituminous, 75 cts. per ton of 25 bushels 80 lb. to the bushel; Anthracite, 75 cts. per ton of 25 bushels of 80 lb. to the bushel.			
Liverpool Gas Cannel.....	12	—	@ —
Liverpool House Cannel.....	18	—	@ —
Scottish Cannel.....	—	—	@

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

W. 24, Tb. 25, F. 26, Sat. 27, M. 29, Tu. 30

Albany Val. 7 8-10s.....	93	93	93	93
7s.....	84	84	84	84
Camden & Am. 6s, 1888 101	101	101	101	101
6s, 1889..... 101	101	101	101	101
Mort. 6s, 1889.....	105	105	105	105
Camden and Atlantic.....				
Preferred.....	53	53	53	53
1st mortgage.....	100	100	100	100
2d mortgage.....	100	100	100	100
Catawissa.....	181	181	181	181
Preferred.....	44	44	44	44
New preferred.....	42	42	42	42
7s, new.....	100	100	100	100
Elmira & Williamsport.....	100	100	100	100
Preferred.....	100	100	100	100
7s.....	100	100	100	100
Hunt. & B. Top Mt.....				
Preferred.....	100	100	100	100
2d mortgage.....	131	131	131	131
Lehigh Navigation..... 50 1/2	50	50	50	50
6s, 1877.....	60	60	60	60
6s, 1884.....	60	60	60	60
Gold Loan.....	106	106	106	106
Railroad Loan.....	102	102	102	102
Conv. Gold Loan.....	102	102	102	102
Lehigh Valley..... 62 1/2	62	62	62	62
6s, new, coupon.....	100	100	100	100
6s, new, registered.....	100	100	100	100
7s.....	110	110	110	110
Little Schuylkill.....				
7s.....	100	100	100	100
Minehill & Sch. Haven.....	93	93	93	93
North Pennsylvania.....				
1st mortgage 6s.....	106	106	106	106
2d mortgage 7s.....	104	104	104	104
Chatel 10s.....	100	100	100	100
Gen'l mort. 7s, coup.....	100	100	100	100
Northern Central.....	33	33	33	33
Oil Creek & Alleg. Riv. 11 1/2	101	101	101	101
7s.....	100	100	100	100
Pennsylvania R. R..... 50 1/2	51	51	51	51
1st mortgage.....	106	106	106	106
Gen'l mortgage.....	102	102	102	102
Penn. mort. reg.....	102	102	102	102
Penn. State 6s, 2d series.....	106	106	106	106
Penn. State 6s, 3d series.....	106	106	106	106
Philadelphia City, 6s..... 105 1/2	105	105	105	105
6s, new..... 109	109	109	109	109
Phila. and Reading..... 55 1/2	55	55	55	55
Debenture bonds..... 81 1/2	81	81	81	81
7s, of 1893.....	108	108	108	108
7s, new, convertible..... 100	100	100	100	100
Gen'l mortgage.....	109	109	109	109
Gen'l mortgage, reg.....	109	109	109	109
Philadelphia and Erie. 20	19	20	20	19
1st mortgage, 6s.....	88	88	88	88
2d mortgage, 7s..... 88 1/2	88	88	88	88
Schuylkill Navigation.....				
Preferred.....	151	151	151	151
6s, 1872.....	100	100	100	100
6s, 1876.....	100	100	100	100
6s, 1876.....	100	100	100	100
6s, 1882.....	82	82	82	82
United Co. of N. Jersey.....	138	138	138	138
Hestonville, (Horse). 20	20	20	20	20
Chestnut & Wal. (do.).....	94	94	94	94
Green and Coates (do.).....	56	56	56	56
2d and 3d streets (do.).....	100	100	100	100
Spruce and Pine (do.).....	32	32	32	32
15th and 15th sts. (do.).....	100	100	100	100

Baltimore Stock Exchange

Actual Sale Prices for the week ending Nov. 30.

W.24.Tb.25.F.26.Sat.27.M.29.Tu.30.

Baltimore City 6s, 1886.....	107	107	107	107
6s, 1890.....	107	107	107	107
6s, 1884.....	107	107	107	107
6s, 1900.....	107	107	107	107
6s, 1900, new.....	107	107	107	107
Baltimore and Ohio.....	178	178	178	178
6s, 1886.....	178	178	178	178
6s, 1886.....	178	178	178	178
Central Ohio.....	99	99	99	99
1st mortgage.....	99	99	99	99
Marietta & Cincinnati.....	107	107	107	107
1st mortgage, 7s.....	107	107	107	107
2d mortgage, 7s.....	96	96	96	96
3d mortgage, 8s.....	80	80	80	80
Northern Central.....	38	38	38	38
2d mortgage, 6s, 1885.....	38	38	38	38
3d mortgage, 6s, 1900.....	38	38	38	38
6s, 1900, Gold.....	38	38	38	38
Orange and Alex. 1st.....	56	56	56	56
2d mortgage, 6s.....	81	81	81	81
3d mortgage, 8s.....	106	106	106	106
4th mortgage, 8s.....	90	90	90	90
O., Alex. & Manassas 7s.....	81	81	81	81
Pitt. & Connellsv. 7s.....	106	106	106	106
Rich. and Danville 1st.....	67	67	67	67
Virginia 6s, Consol.....	90	90	90	90
Coupons.....	90	90	90	90
Deferred Certificates.....	90	90	90	90
Western Maryland.....	106	106	106	106
1st M., end. by Balt.....	106	106	106	106
2d M., do.....	106	106	106	106
3d M., do.....	106	106	106	106
1st M., unendorsed.....	106	106	106	106
2d M., end. Wash. Co.....	106	106	106	106
2d Mort., preferred.....	106	106	106	106
Wilm., Col. & Ang. 7s.....	63	63	63	63
City Passenger R. R.....	106	106	106	106

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

Th.25.F.26.Sat.27.M.29.Tu.30.W.1.

Adams Express.....	102	102	102	102
Albany and Susq.....				
1st mortgage.....				
2d mortgage.....				
American Express.....	61	60	60	60
Am. Dock and Imp. 7s.....		100		
Atlantic & Pacific pref.....		4	4	4
Atlantic & Pacific Tel.....	18	18	18	18
Bost. Hart. & Erie 1st.....				
Burl. C. R. & Minn. 1st.....				
Canton Co.....				
Central of N. Jersey.....	105	105	105	105
1st mortgage, new.....				
7s, consolidated.....	105			
7s, convertible.....				
Central Pacific 6s, gold.....	106	106	107	107
1st M. (San Joaquin).....	89		90	89
1st M. (Cal. and Or.).....			90	91
Ches. and Ohio 1st M.....				
Chicago and Alton.....	97			
Preferred.....				
1st mortgage.....				
Sinking Fund.....				
Income bonds.....				
Chic. Burl. & Quincy.....				
7s, Consol. 1893.....				
8s, 1893.....				
Chic. & Milwaukee 1st.....	100	100	100	100
Chic. Mil. and St. Paul.....	36	36	36	36
Preferred.....	66	66	66	66
1st mortgage, 8s.....	113	113	113	113
2d mortgage, 7 3-10s.....				
7s, gold.....		90		
1st M. (La Crosse div.).....	96	96	96	96
1st M. (I. and M. div.).....	82			
1st M. (L. and D. div.).....				
1st M. (H. & D. div.).....				
1st M. (C. & M. div.).....				
Consolidated S. F.....	81	81	81	81
Chic. & Northwestern.....	39	39	39	39
Preferred.....	54	54	54	54
1st mortgage.....		100		
Sinking Fund.....				
Consolidated 7s.....	97	98	98	98
Consol. Gold bonds.....	89	89	89	89
Chic. Rock Isl. & Pac.....	105	105	105	105
7s, 1896.....		110		
Clev., Col. C. and Ind.....	56	57		57
1st mortgage.....				
Clev. & Pittsburg guar.....	90	90	89	90
7s, Consolidated.....				
4th mortgage.....			102	
Clev., P. and Ash. 7s.....				
7s, new.....				
Clev. and Tol. S. F.....				
Col. Chl. & Ind. Cent.....	4		4	4
1st mortgage.....	51	50	50	50
2d mortgage.....				
Consol. Coal of Md.....				
Del. & Hudson Canal.....	123	123	124	123
Reg. 7s, 1891.....				
Reg. 7s, 1884.....				
7s, 1894.....	120	107		
Del., Lack. & Western.....	120	120	119	119
2d mortgage 7s.....				
7s, Convertible.....			124	
Det., Mon. & Tol. 1st.....				
Det. of Columbia 3-6s.....	69		68	67
Erie Railway.....	16	16	16	16
Preferred.....				
1st mortgage.....				
2d mortgage.....				
3d mortgage.....				
4th mortgage.....	92	92		93
5th mortgage.....				
Great Western 1st mort.....				
2d mortgage.....		52		
Hannibal & St. Joseph.....	23	22	22	21
Preferred.....	30	29	29	28
8s, Convertible.....	83	82	82	80
Hudson River 2d mort.....				
Illinois Central.....	95		94	94
Kansas Pacific.....	13		15	15
Lake Shore & Mich. So.....	62	62	61	60
Consol. 7s.....				
2d mortgage.....			102	
Lake Shore Div. bonds.....		101	101	101
Long Dock bonds.....			104	100
L'ville & Nash. 7s Cons.....			83	
Michigan Central.....	64	64	61	59
7s, 1902.....	102		102	101
8s, 1882.....				
M. S. and N. I. 1st, S.F.....	106	106		
2d mortgage.....				
Morris & Essex.....	103	103	103	103
1st mortgage.....		115		
2d mortgage.....				
7s of 1871.....				
7s, Consolidated.....	108			108
N. Y. Cent. & Hud. Riv.....	106	106	106	104
7s, Sinking fund, 1876.....		103		
6s, Sinking fund, 1883.....				
6s, Sinking fund, 1887.....	104	104		
1st mortgage.....				
1st mortgage, reg.....				
N. York and Harlem.....			133	
Preferred.....				133
1st mortgage.....			112	113
1st mortgage, reg.....				

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

Th.25.F.26.Sat.27.M.29.Tu.30.W.1.

New Jersey.....				
N. Y., N. Haven & Hart.....	146			
North Missouri 1st M.....	90	90	90	
Ohio and Mississippi.....	18	18	18	17
Preferred.....			39	
2d mortgage.....	69			
Consolidated 7s.....				
Consol. Sinking fund.....			93	93
1st M. (Springfield D.).....				
Pacific Mail S. S. Co.....	40	40	41	41
Pacific R. R. of Mo.....	12	12	13	12
1st mortgage.....	81		82	82
2d mortgage.....				
Pacific 7s, guar. by Mo.....				
Panama.....				126
Pitts., Ft. W. & Chi. gtd.....			98	
1st mortgage.....				115
2d mortgage.....			108	
3d mortgage.....				
Quicksilver Mining Co.....	17		17	17
Preferred.....		23	23	
St. L., Alton and T. H.....	5			
Preferred.....				
1st mortgage.....				
2d mort. preferred.....				
Income bonds.....				
St. L., Iron Mt. & S'thn.....		15	16	
1st mortgage.....	92			94
2d mortgage.....				
S. L. Jack. & Chi. 1st.....				
St. L., Kan. City & N.....				6
Preferred.....	26			
Tol., P. & W. 1st E.D.....	79			
1st mort., West. Div.....	68			
Tol., Wab. & Western.....	5	5	5	5
Preferred.....				
1st mortgage.....	80		81	
2d mortgage.....				
7s, Consolidated.....				
St. Louis Division.....	57	58	58	
Union Pacific.....	73	74	70	81
1st mortgage.....	103	103	104	105
Land Grant 7s.....	98		100	101
Sinking Fund 8s.....	88	90	93	96
United States Express.....	54		55	
Warren.....				
Wells-Fargo Express.....				
Western Pacific bonds.....			99	99
Western Union Tel.....	76	76	75	74
7s, S. F. conv., 1900.....		97		97

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

Th.25.F.26.Sat.27.M.29.Tu.30.W.1.

Atch., Top. and San. Fe.....				
1st mortgage.....	69			69
Land Grant 7s.....	67	66	67	66
Income 12s.....				
Boston and Albany.....	132	132	132	132
7s.....	112			
8s, 1895.....				
Boston and Lowell.....	54		54	
7s.....				
Boston and Maine.....	109	109		109
Boston and Providence.....			145	
Boston Hart. & Erie 7s.....	20	20	20	19
Boston Water Power.....	10	10	10	11
Burl. & Mo. R. in Iowa.....				
Land Grant 7s.....				
Burl. & Mo. R. in Neb.....	39			38
8s, old.....			100	100
Carthage and Burl. 8s.....				
Cary Improvement.....	113	113	114	114
Chl., Burl. and Quincy.....	113	113	114	114
7s.....	106			
Cin., Sand. and Clev.....	81			
Concord.....				
Connecticut River.....				
Eastern.....	12	12	11	10
7s, Sinking Fund.....	55		56	56
Fitchburg.....			130	
Ind., Cin. & Lafayette.....	64	64		58
Michigan Central.....				
Nashua and Lowell.....				
Northern, N. H.....	74			
Norwich & Worcester.....				
Ogden & Lake Cham.....				85
Preferred.....				
Old Colony.....	109		109	109
7s, 1877.....				
Ph., Wil. & Baltimore.....	61	62		62
Port'd, Saco & Ports.....				
Porta, Gt. Falls & Con.....				
Pullman Palace Car.....	82	82		80
Union Pacific.....				
6s.....	101			102
Land Grant 7s.....	97		100	100
Sinking Fund 8s.....	87	86	88	94
Vermont and Canada.....				
Vermont and Mass.....				100
Worcester and Nashua.....			98	98
Cambridge (Horse).....			105	
Metropolitan (").....				
7s.....				
Middlesex (").....				
Central Mining Co.....	34	34		
Calumet and Hecla.....	161			161
Copper Falls.....		7		7
Franklin.....				
Quincy.....	44			44

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

Th.25.F.26.Sat.27.M.29.Tu.30.W.1.

FEDERAL STOCKS:—				
U. S. 5s, 10-40s, reg.....	117			117
U. S. 5s, 10-40s, coup.....				
U. S. 5s, 1881, reg.....	116	116	116	116
U. S. 5s, 1881, coup.....		117	117	117
U. S. 5s, 1881, reg.....	123			
U. S. 5s, 1881, coup.....	123			124
U. S. 5s, 6-20s, reg. 1862.....				
U. S. 5s, 6-20s, c. 1862.....				
U. S. 5s, 6-20s, reg. 1864.....				
U. S. 5s, 6-20s, c. 1864.....				
U. S. 5s, 6-20s, reg. 1865.....		116	116	
U. S. 5s, 6-20s, c. 1865.....	116			116
U. S. 5s, 6-20s, r. n. 1865.....				120
U. S. 5s, 6-20s, c. n. 1865.....	120	120	120	120
U. S. 5s, 6-20s, reg. 1867.....				122
U. S. 5s, 6-20s, c. 1867.....	122			122
U. S. 5s, 6-20s, reg. 1868.....				
U. S. 5s, 6-20s, c. 1868.....				123
U. S. 5s, Pac.R.R. issue.....	125			

London Stock Exchange.

—Closing Prices—

Nov. 12.	Nov. 5.
Atlantic & Gt. W. 1st mort., \$1,000.....	25 — 27 27 — 26
Do. 2d mort., \$1,000.....	11 — 13 12 — 14
Do. 3d mort., \$1,000.....	5 — 6 5 1/2 — 6 1/2
Atlantic, Miss. & Ohio Consol. mort. 80.....	35 — 35 30 — 35
Central of New Jersey Consol. mort. 94.....	97 97 97 97
Central Pacific of California 1st mort. 93.....	95 92 — 94
Do. (C. & O. div.) 1st mt. gd. bds. 88.....	90 88 — 90
Detroit & Milwaukee 1st mort. bonds 35.....	45 35 — 45
Do. 2d do. 35.....	45 35 — 45
Erie shares, \$100.....	14 1/2 — 15 1/2 15 — 15 1/2
Do. Preference Shares.....	28 — 30 30 — 32
Do. 7 Convertible Gold Bonds.....	43 — 44 44 — 46
Galveston and Harrisburg 1st mort. 65.....	75 65 — 75
Illinois Central \$100 shares.....	81 — 83 80 — 82
Lehigh Valley Consol. mortgage.....	89 — 90 89 — 90
Marietta and Cincinnati Railway.....	99 — 101 99 — 101
Mo., Kan. & Tex. 1st M. G. B. Eng. 42.....	46 42 — 46
N. Y. Cent. & Hud. Riv. Mt. bonds. 107 1/2 — 108 1/2 107 1/2 — 108 1/2	
Do. 1st mortgage.....	92 — 94 92 — 94
Pennsylvania, \$50 shares.....	45 — 46 45 1/2 — 46 1/2
Do. 1st mortgage.....	
Philadelphia and Reading \$50 sh. 49.....	50 49 — 50
Pittsbg. Ft. W. & Chic. Equip. bds. 101.....	102 101 — 102
Union Pacific Land Grant 1st mort. 87.....	89 87 — 89
Do. do. do. 2d do. 87.....	94 87 — 94

American Railroad Journal.

Saturday, December 4, 1875.

Financial and Commercial Affairs.

As usual on the eve of the assembling of Congress reports and rumors, more or less exciting, have been circulated quite industriously and with obvious intent to influence the course of values, especially in the financial line. Relations with Spain have been made the basis of the most disturbing rumors of the past week; and these rumors have been quite influential at the Gold and Stock Boards. The United States Supreme Court ruling in the Union Pacific Railroad Company case as against the Government, and in favor of the Railway corporation, has also been of decided weight in the dealings in Stocks, particularly in the obligations, stocks and bonds, of the Company, which, with frequent variations, have advanced sharply. Money has been more actively sought after, chiefly for speculative purposes, and has been quoted somewhat firmer as to price, with call loans closing generally at 4@5, and best discounts at 6@7 per cent per annum. The drain of currency to the interior for crop moving purposes has been continued, but has not been of great magnitude. The severely cold weather toward the close of the week under review was regarded as having practically closed river and canal navigation for the season. The City Banks last week reduced their reserve of legal tender notes \$948,400, and their deposit item \$323,400, while increasing their specie average \$550,500. They report a decrease of \$787,200 in the loans and discounts, and an increase of \$62,700 in their circulation. The U. S. Sub Treasury in this city

closed the week with a currency balance of \$43,496,608 against \$44,624,362, the preceding week; and a coin hoard of \$42,546,225 against \$42,925,391, on the previous return. The City bank exchanges in currency reached \$327,395,239, or a daily average of \$65,479,049. The customs revenue of the port, during the week, was \$1,680,000. The City banks reported their average of gold last week at \$16,262,500, and their greenback average, at \$47,038,900. Their deposits stood at \$215,808,400. The loan item was \$271,910,200. The circulation was \$18,512,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$9,319,300.

The aggregate of the outstanding U. S. currency, of all denominations, December 1st was \$415,361,899. The outstanding amount of legal tender notes is \$373,005,780. The National bank circulation is now \$344,753,821, including \$2,191,850 of national gold bank notes.

The specie shipments from San Francisco, January 1, to November 18, were \$41,430,399, against \$27,198,481 same time in 1874.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$10,558,139; special deposit of legal tenders for the redemption of certificates of deposit, \$42,130,000; Coin, \$70,127,823; Coin certificates \$19,739,000.

The week's import entries of Foreign Merchandise at New York were \$2,983,749, including \$491,308 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 49 millions; and from Customs, 67½ millions.

The U. S. Sub Treasury receipts from all sources in November were \$63,387,072, including \$7,508,527 from customs; payments on all accounts, same time, \$76,460,282, including \$4,348,465 of coin interest.

On Tuesday, the Secretary of the Treasury directed the retirement of \$764,472 of outstanding legal tenders, being 80 per cent. of the amount of national bank circulation issued during the month of November.

Gold has been quite active and much stronger as to price, especially toward the close, chiefly on the increased activity in the speculative dealings, growing out of the warlike rumors relative to the Spanish Cuban question, and the announcement that Government had decided to suspend sales of Gold for the present. The extremes of the price during the week have been 114½@115½, closing on Wednesday at 115½ as against 114½, on Wednesday of the preceding week. The specie outflow last week was \$706,564 against \$397,500 the previous week. The imports of specie at this port since Jan. 1, have been \$11,451,284, against \$5,619,794 same time last year. The customs demand for gold last week averaged \$336,000 per day. Foreign Exchange has been quite moderately dealt in and quoted weaker toward the close. Bankers' sixty day bills on London closed on Wednesday at \$4 88@4 83½; sight bills on London at \$4 86½@4 87 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,549,352. The week's

imports of Dry Goods and general merchandise were to the specie value of \$2,983,749, as against \$4,718,735 the corresponding week of last year.

Government Securities have been quite active, considering the meagre offerings of bonds at the current quotations, which show a firmer market. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$365,829,912.

U. S. sixes of 1881 closed on Wednesday of this week at 123½@124½; U. S. Five-Twenties of 1864, at 115½@116; U. S. Five-Twenties of 1865, 116½@116¾; U. S. Five-Twenties of 1865, consolidated, 120¾@121; U. S. Five-Twenties of 1867, 122¾@123; U. S. Five-Twenties of 1868, 122¾@123; U. S. Ten-forties at 118@118½; U. S. Fives of 1881, (Funding Loan) 117½@117¾; Six per cent. currency Sixes, 125@125½.

State and Railway bonds have been in good request, mainly for permanent investment, at generally firmer prices, closing, as a rule, quite buoyantly. And in the line of Railway and Miscellaneous share property, business has been more animated with values, unusually variable, but in most instances, closing decidedly stronger.

General business has been fair for the season in the leading kinds of Produce and Merchandise, with values of Breadstuffs, Provisions, Cotton, Naval Stores and Petroleum, Wool, and Tobacco fairly supported. Groceries stronger and at the close quite buoyant, in the instance of Coffee and Sugar. Metals rather more active, but with American Pig Iron quoted weaker. Eglinton Pig Iron quoted here at \$29 50@30; Glengarnock, \$32; Coltness \$33; No. 1 American Pig at \$23@24; No. 2 do. at \$22; Forge, \$17@20; English Rails (in bond) \$35@36 gold; American Rails, at works, \$46@50; Old Rails, \$22 50@23 50. Wrought Scrap, \$30. Ocean freights have been more active at advanced rates, with room for Grain, Flour, Cotton, Provisions, Petroleum, and Tobacco more sought after.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Galena and Chicago 1st mort., 105½; Lehigh and Wilkesbarre 7s, conv., ex int., 96½; Chesapeake and Ohio 1st mort., coupon on, 81; Boston Air Line 1st mort., 101½; Rome, Watertown and Ogdensburg 7s, consol, 90; South Pacific R. R. of Missouri 6s, 58½; Am. Dock and Imp. 7s, 100; Third Avenue R. R., 140; New Jersey Southern R. R., 1½; Missouri, Kansas and Texas R. R., 8; Mary's and Coal, 18; Pennsylvania Coal, 27½; American Coal, 48; Spring Mt. Coal, 66; Am. Dist. Tel., 20; Missouri 6s, long bonds, 102½; do. 6s, 1877 and 1878, 102½; do. 1876, 102; do. fund bonds, 1894-95 103½; Tennessee 6s, old, 47; do. new, 45; do. n. s., 45; Georgia 7s, new, 102½; Brooklyn 6s, W. L., 103¾. The latest quotations are: Pacific Mail, 41¾@41½; Western Union Telegraph, 74¾@75; Atlantic and Pacific Tel., 18½@19; Quicksilver Mining, 17@17½; do. pref., 22½@23½; Mariposa Land and Mining, 7½@8; Adams Exp., 102@103; American Exp., 60@60½; U. S. Express, 50@58; Wells-Fargo Express, 82@83½; Chicago and Alton, 97@97½; Cleveland and Pittsburg, 90@90½; Chicago and Northwestern, 38½@38¾; do.

pref., 53½@53¾; Chicago Rock Island and Pacific, 105@105½; Chicago, Milwaukee and St. Paul, 35½@35¾; do. pref., 65½@65¾; Cleveland, Columbus, Cincinnati and Indianapolis, 56@58; Columbus, Chicago and Indiana Central, 4@4½; Delaware, Lackawanna and Western, 119¾@119¾; Erie, 15½@15¾; Hannibal and St. Joseph, 21½@22; do. pref., 27½@28; Lake Shore and Michigan Southern, 58½@58¾; Michigan Central, 58@58½; New York and Harlem, 132½@133½; N. Y. Central and Hudson River, 104½@105; Central of New Jersey, 104½@104½; Ohio and Miss., 17¼@17¾; Panama, 126½@127½; Toledo, Wabash and Western, 5½@5½; Pacific R. R. of Missouri, 13@13½; Union Pacific, 79½@80; do. 1st mort., 105@105½; do. 7s, land grant, 100¾@101; do. sinking fund 8s, 94½@95; Central Pacific 6s, gold, 106¾@107.

Boston.—Cin., Sand. and Clev. 7s, 1890, 70; Atchison, Topeka and Santa Fe 2d mort., 37½; do. Income 12s, 93; Michigan Central (Air Line) 8s, 100; Eastern R. R. 7s, 1883, and 1884, 52¼; Keokuk and St. Paul 8s, 106; Framingham and Lowell 7s, 1890, 85; Lowell and Andover 6s, 1884, 98½; Nashua and Lowell 6s, gold, 101½; Boston and Lowell 7s, 1894, 100½; Mansfield and Framingham 7s, 94½; Burlington and Missouri River L. G. 7s, 106½; Portsmouth, Gt. Falls and Conway 7s, 47¼; Old Colony 7s, 1877, reg., 101½; Michigan Air Line 8s, 95¼; Boston and Maine 7s, 1894, 110¾; Chicago, Iowa and Nebraska R. R., 109¾; Middlesex Horse R. R., 76¾; Ogdensburg and Lake Champlain R. R., pref., 75; Summit Branch 36½; Cheshire R. R., 41½; Connecticut and Passumpsic Rivers R. R. pref., 34; Norwich and Worcester R. R., 126; Connecticut River R. R., 134½; South Boston Horse R. R., 60; Metropolitan R. R., 56¼; Rutland R. R., pref., 14; do. Equip. 7s, 1880, 50; Vermont and Canada R. R., 30; Concord R. R., 79¾; New Bedford R. R., 114¼; Portland, Saco and Portsmouth R. R., 65@73½; Brookline Land, 4; Boston Land, 6; New Hampshire 6s, 1904, 106½; Boston 6s, 1904, 108½; do. 6s, 1880, 105½; do. 6s, 1877, 101½; do. 5s, 1877, gold, 112¾; do. 1882, 110¾; Cambridge 6s, 106; do. 5s, 1893, gold, end., 104½; Cook Co., Ills., 7s, 1880, 103½; do. 1890, 104½; Portland 6s, 1907, 100¾; Fall River 5s, 1895, gold, 102¼; Fitchburg 6s, 1893, 104¾; Providence 5s, 1900, gold, 104¾; St. Louis County 6s, 1900, gold, 103½; Duncan Mining Co., 1½; Pewabic, 4½; Ridge, 7.

Philadelphia.—Texas Pacific L. G. 7s, 22; Philadelphia and Reading Coal and Iron mort. 7s, 90; Am. S. S. Co. 6s, 78; Pittsburg, Cin. and St. Louis 7s, 75½; Wilmingtton and Reading 1st mort., 44; Northern Pacific 7-30s, 15¾; Lehigh Valley consol. mort. 6s, 97½; Empire Transp. 8s, 103; Belvidere Delaware 3d mort., 94¾; Chesapeake and Delaware Canal 6s, 88; West Jersey R. R. 7s, 103¾; Pennsylvania and New York 7s, 109; Philadelphia, Wilm. and Balt. R. R., 61½; Germantown Pass. R. R., 67; Union Pass. R. R., 104; Nesquehoning Valley R. R., 55; Philadelphia and Trenton R. R., 131½; 17th and 19th streets R. R., 44. The latest quotations are: City 6s, 105@105½; do. free of tax, 109¼@109¾; Pennsylvania State 6s, 2d series, 105½@106½; do. 3d

series, 113½@114; Philadelphia and Reading, 55½@55½; do. Gen'l mort. 7s, coup., 109@—; do. reg., 109@—; do. mort. 6s, 1880, 105@—; do. 7s, new conv., 109¼@109½; do. 7s, 1893, 108½@—; United New Jersey R. R. and Canal Co., 184½@135; Camden and Amboy mort. 6s, 1889, 103@104; Pennsylvania R. R., 50½@51; do. 1st mort., 105½@105½; do. general mort. coupon, 102¼@102¼; do. reg., 101¼@102; Little Schuylkill R. R., 51¼@52; Morris Canal, 52¼@—; do. pref., 130@135; do. 6s, 100@—; Susq. Canal, 8@—; do. 6s, 77@78; Schuylkill Nav., 7½@—; do. pref., 15@15½; do. 6s, 1882, 82½@82¼; do. 1872, 96@96½; do. 6s, Imp., 90@—; Elmira and Williamsport pref., 38½@40; do. 7s, 103½@104½; do. 5s, 61@—; Lehigh Coal and Navigation, 50½@50¼; do. 6s, 1884, 102¼@—; do. R. R. Loan, 102½@—; do. Gold Loan, 106½@106½; North Pennsylvania, 52½@53; do. 6s, 106@—; do. 7s, 105@106; do. Gen'l mort. 7s, 104¼@105; Philadelphia and Erie, 19½@20; do. 6s, 98@—; do. 7s, 88½@88½; Minehill, 54@55; Catawissa, 18½@19; do. pref., 44¼@44½; do. new pref., 42@43; do. 7s, 1900, 106@—; Lehigh Valley, 62¼@62¾; do. 6s, new coupon, 105@—; do. reg., 103½@—; do. 7s, 109½@110; do. 6s, consol. mort., 97¼@98; Fifth and Sixth streets (horse), 62@65; Second and Third, 78@81; Thirteenth and Fifteenth, 35@35; Spruce and Pine, 32¾@33; Green and Coates, 55@56½; Chestnut and Walnut, 94@95; Hestonville, 29¼@29¾; Germantown, 68@—.

Baltimore.—Baltimore 6s, 1875, 104¾; do. 1893, 107; Cincinnati 7-30s, 105; Norfolk Water 8s, 100¼; Maryland Defense 6s, 111; Virginia Black scrip, 18½; Union R. R. 1st mort. guar., 96½; Virginia and Tennessee 8s, 73; Cincinnati and Baltimore R. R. 7s, 101; Santa Clara Mining Co., 22; do. bonds, 42¼. The latest quotations are: Wilmington and Weldon 7s, 97@99; Wilmington, Columbia and Augusta 7s, 45@52; Richmond and Danville 1st mort., 69@70; Pittsburgh and Connellville 7s, 1898, 104¼@105; Baltimore and Ohio 173@175; do. 6s, 1880, 106@—; do. 1885, 106@—; Washington Branch, 120@—; Northern Central, 33@34; do. 6s, 1877, 100@—; do. 6s, 1885, 103½@105; do. 6s, 1900, 99@100; do. 6s, 1900, gold, 100@100½; N. W. Va. 3d mort. 1885, 100@—; Marietta and Cincinnati 1st mort. 7s, 1892, 1107¾@108; do. 2d mort. 7s, 96½@96¾; do. 3d mort. 8s, 80@81; Central Ohio, 41½@42; do. 1st mort., 99¼@100; Western Maryland, 6@7½; do. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 106@106½; do. 2d mort. guar., 105@—; do. 3d mort. guar., 105½@106; do. 2d mort. pref., 90@90½; do. 2d mort. guar. by Washington Co., 98@100; Virginia and Tennessee 2d mort. 6s, 73@75; do. 3d mort. 8s, 73@75; Orange and Alexandria 1st mort. 6s, 80@88; do. 2d mort. 6s, 70@75; do. 3d mort. 8s, 69@71; do. 4th mort. 8s, 56½@56¾; Orange, Alex. and Manassas 7s, 81@82½; Baltimore 6s, 1875, 104¾@104½; do. 1884, 107@—; do. 1886, 107@107½; do. 1890, 107½@107½; do. 1900, 106½@107½; do. 1902, 107@107; do. 6s, exempt, 109@109½; do. 5s, 88@—; Memphis City 6s, —@38; Maryland Defense 6s, 1883, 110½@111½; do. 6s, 1890, 104@—; do. 6s, exempt, 110½@111; do. 5s, 88@—; Virginia coupon 6s, old, 35@40; do. new, 41@45; do.

consol. 6s, 67½@67½; Virginia coupons, 89½@90¼; West Virginia def. certif., 9½@9¼; City Passenger R. R., 28@30; George's Creek Coal, 140@—; Atlantic Coal, 2.50@—; Am. Gas Coal, 20@30; Canton Co., 35@40.

The Miller Improvements Again:

The Davenport, Iowa, *Democrat*, of the 27th ult., recounts what it is pleased to call a "terrible railroad accident" on the Chicago, Rock Island and Pacific Railroad at Homestead Summit, but which it afterwards qualifies as "the most miraculous railroad incident in all railroad history." The facts are: the company had been grading at the Summit, cutting down the track on one side about fifteen feet. While this work was in progress the day trains used the old or high track, so that the dirt trains might not be interfered with in the cut. During the night the dirt cars were set upon the high track, and the trains were run through the cut. Now comes the "incident." It is night. The switch is set for the lower track. A train from the west, consisting of a locomotive, tender, five coaches and two baggage cars, approaches at a twenty-five mile rate. The locomotive and tender take the track through the cut, while the cars, owing to the shifting of the switch, had glided along upon the upper track. The cause of the diversion was the breaking of the target pin. The result was: that while the locomotive was all right below, the cars had encountered the dirt train above. The forward baggage car struck the rear dirt car, and being set higher up passed along upon it, crunching up things until the trucks met: then the train stopped. Not a wheel had left the track, not a jar had been felt by the passengers. The sleepers slept on undisturbed. The bending of the king-bolt was the principal damage. The train was reconnected, run back to Homestead station, and the damaged car switched out, when the train resumed its journey and reached its destination only an hour behind time. The preservation of the train from a general smash-up is attributed to the Miller platform and coupling. But for that it was conceded by all hands the train must have pitched into a heap of ruins.

Washington City, Virginia Midland and Great Southern Railroad.

At the annual meeting of the stockholders of this company, held at Danville, Va., on the 25th ult., the president, Mr. John S. Barbour, submitted the annual report, showing the total receipts and income of the road for the past fiscal year to be \$1,033,980 57, and net earnings (after paying expenses including \$41,144 44, trackage charges to Chesapeake and Ohio Railroad for use of track between Gordonsville and Charlottesville, and to the Alexandria and Fredericksburg and Baltimore and Potomac Railroads north of Alexandria,) to be \$401,612 72. The report also shows the mortgage debt of the company to be \$6,667,454; floating debt secured, \$966,047 54; do. unsecured \$582,092 64; total debt \$8,225,594 48.

The report further expresses regret that the financial condition of the company is not more satisfactory, and states that means had been adopted to lessen the expenses and bring the necessary outlay within the limits of its income, which proved to be of only temporary relief owing to the lack of business consequent on the

depressed condition of the country. It also attributed the smallness of the receipts to the low rates of tonnage and passenger travel, necessitated by the competition of other lines. The report also urges the construction of an independent line between Charlottesville and Gordonsville to avoid heavy charges now imposed by the use of another line.

Mr. John S. Barbour was unanimously reelected president, with the following directors: W. G. Cazenove, C. F. Suttle, E. C. Marshall, S. A. Coffman, I. F. Slaughter, W. D. Hart, R. A. Coghill, C. M. Blackford, T. C. S. Ferguson, W. E. Sims, G. T. Pace, and C. G. Holland.

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The exports from Basle, Switzerland, to the United States for the year ending Sept. 30, aggregated in value \$4,244,012, a decrease from last year of \$818,605. The principal goods exported were silk ribbons, silk tissues, straw and hair goods, watches, cheese and Albumen.

Another one of Stephenson's one horse cars reached Sacramento on the 23d ult., and two more were expected in a day or two.

The last boat for the season of the Delaware and Hudson Canal Company was loaded at Honesdale on the 27th ult.

The Wisconsin Valley Railroad will be extended to Jenny in the spring.

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST														PASSENGER RAILROAD BOND													
Years ending.	Length track equiv. single.	Horse and Car.	Dummies.	Car.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount outstanding.	Rate.	Interest Payable.	Principal Payable.	Maturity.					
								Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Paid.	Market.													
Sept. 30, '74	m.	No.	No.		Albany.....N.Y.	201,244	200,000	\$60,000		110,953	35,070	61	100	100		Albany:											
Sept. 30, '74	1.04	122	43		Albany st. Freight (B'ton) Mass.	49,288	75,000			5,238	4,138		100	100		1st Mortgage.....	60,000	7	J. & J.	1883							
Sept. 30, '74	25.00	469	87		Atlantic Avenue (Bklyn) N.Y.	762,870	680,000	655,000	14,407	295,046	63,201		100	100		Atlantic (Bklyn) Ave.:											
Sept. 30, '74	11.88	367	56		Avenue C (N. Y. City) N.Y.	1,600,000	500,000	900,000	200,000	297,301	49,702		100	100		1st Mortgage.....	115,000	7	A. & O.	1881							
Sept. 30, '74	9.25	707	103		Baltimore City (Balt.) Md.	1,000,000	1,000,000					3	25	25	284	2d Mortgage.....	100,000	7	A. & O.	1884							
Sept. 30, '74	24.00	432	60		Bleeker st. & F.F. (N.Y.C.) N.Y.	1,801,674	900,000	694,000	61,540	259,640	46,467		100	100		Consolidated Mortgage.....	440,000	7	J. & J.	1885							
Sept. 30, '74	5.82	297	58		Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,478	6.8	100	100		Avenue C:											
Sept. 30, '74	13.87	1207	148		Broadway (Brooklyn) N.Y.	469,264	200,000	200,000	47,531	311,548	32,599	12	100	100		1st Mortgage.....	900,000	7	A. & O.	1896							
Sept. 30, '74	16.25	1200	148		B'way & 7th Av. (N.Y.C.) N.Y.	3,900,100	2,100,000	1,500,000	230,000	980,392	287,962	6	100	100		Bleeker St. & Fulton Ferry:											
Sept. 30, '74	7.55	4	32		Brooklyn, Bath & Coney I.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100		1st Mortgage.....	694,000	7	J. & J.	1880							
Sept. 30, '74	81.50	2091	429		Brooklyn City.....N.Y.	717,872	395,000	300,000	70,000	1,614,444	313,016	14	10	10		Broadway (Brooklyn):											
Sept. 30, '74	18.50	264	74		Brooklyn City & Newtown N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100		1st Mortgage.....	200,000	7	J. & D.	1882							
Sept. 30, '74	19.83	301	64		Brooklyn, Cross-Town N.Y.	166,389	28,000			56,957	24,616		100	100		Broadway and 7th Avenue:											
Sept. 30, '74	10.50	402	80		Buffalo East Side.....N.Y.	628,252	100,000	431,000	147,403	287,537	107,922	10	100	100		1st Mortgage.....	600,000	7	"	1884							
Sept. 30, '74	17.62	390	92		Buffalo street.....N.Y.	400,650	302,000	102,000	2,065	77,023	6,919		100	100		Brooklyn, Bath & Coney I.:											
Sept. 30, '74	11.00	167	31		Bushwick (Brooklyn) N.Y.	800,500	800,500	150,000		75,045	75,045	9	100	100	105	1st Mortgage.....	80,000	7	J. & J.	1890							
Sept. 30, '74	29.31	1026	142		Cambridge (Boston) Mass.	2,011,292	1,676,700	1,200,000	11,111	731,709	103,125	44	50	191		Brooklyn City:											
Sept. 30, '74	9.11	350	48		Can. P. & N.E.R. (N.Y.C.) N.Y.	232,476	192,750			363,451	103,068	21	50	191		1st Mortgage.....	300,000	7	"	1882							
Oct. 31, '74	9.07	212	36		Citizens' (Phila.) Pa.	179,870	184,000	50,000	4,000	192,301	38,976	21	50	46		Brooklyn City & Newtown:											
Sept. 30, '74	15.03	240	34		Citizens' (Pittsburg) Pa.	716,769	500,000	307,000	37,845	225,020	71,312		100	100		Brooklyn Cross-Town:											
Sept. 30, '74	11.25	1010	184		Coney Island & Brooklyn N.Y.	1,125,403	1,200,000	915,500		901,750	260,955	8	100	100		1st Mortgage.....	400,000	7	J. & D.	1879							
Oct. 31, '74	1.65	10	1		Dry Dock, E.B. & B. (N.Y.C.) N.Y.	29,562	29,562			8,000	1,801	12	100	100		Brooklyn Cross-Town:											
Sept. 30, '74	10.00	1108	182		Easton and St. Easton Pa.	1,782,908	1,000,000	203,000	95,000	822,459	136,940	12	100	100		1st Mortgage.....	300,000	7	J. & J.	1888							
Oct. 31, '74	7.75	310	48		Empire (Philadelphia) Pa.	106,000	200,000			139,336	12,460	50				Buffalo Street:											
Oct. 31, '74	5.59	61	24		Federal St. & Pl. Val. (Phg.) Pa.	149,311	77,325	75,000		48,209	9,719	9	100	100		Bushwick:											
Sept. 30, '74	10.26	540	72		Gr'd St. & Gr'd St. F. (N.Y.C.) N.Y.	1,054,679	748,000	236,000	51,111	346,778	48,224	10	50	50		Cambridge (Boston):											
Oct. 31, '74	17.37	401	62		Frankford & Southwark (Ph.) Pa.	851,300	500,000	300,000		422,618	92,311	10	50	50	65	Central Park, N. & E. River:											
Sept. 30, '74	4.00	26	6		Genesee & Water St. (Syr.) N.Y.	67,970	42,500	19,000		24,538	7,931	6	50	31	67	1st Mortgage.....	18,500	6	"	1881							
Oct. 31, '74	34.09	607	83		Germantown (Phila.) Pa.	601,719	309,636	350,000		406,111	98,312	6	50	31		1st Mortgage.....	550,000	7	F. & A.	1882							
Sept. 30, '74	8.00	200	40		Gr'd St. & Newtown (Bk'n) N.Y.	314,968	170,000	90,000	19,492	91,891	10,159		100	100		2d Mortgage.....	950,000	7	M. & N.	1890							
Sept. 30, '74	8.00	200	40		Gr'd St. Prop. Pk. & Flatb. N.Y.	455,716	200,000	200,000	90,861	143,338	53,834		100	100		Coney Island & Brooklyn:											
Oct. 31, '74	7.25	200	42		Green and Coates st. (Phila.) Pa.	258,701	150,000	100,000		179,333	79,313	4	50	50	56	1st Mortgage.....	307,000	7	J. & J.	1877							
Sept. 30, '74	11.96	171	24		Harlm. Br. Morf. & F'dham N.Y.	297,190	133,000			94,334	20,778		100	100		1st Mortgage (Consol.).....	915,000	7	J. & D.	1891							
Sept. 30, '74	11.68	398	60		Hous. W. st. & Pavonia Fy. N.Y.	700,000	238,750	478,500		307,331	83,911	10	50	50	29	Empire:											
Oct. 31, '74	11.24	351	63		Heet, Mant. & F'mount (Ph.) Pa.	402,379	100,000	100,000	4,817	195,007	33,068	9	100	100	104	42d St. & Gr'd St. Ferry (N.Y.):											
Sept. 30, '74	6.50	292	53		Highland (Boston) Mass.	432,087	200,000	74,000	238,217	25,495	278		100	100		Frankford and Southwark:											
Oct. 31, '74	10.80	120	32		Jamaica Woodh'n & Bklyn N.Y.	100,000	100,000			25,495	278		100	100		1st Mortgage.....	155,500	7	J. & J.	1877							
Sept. 30, '74	3.86	33	9		Kingston and Rondout.....N.Y.	91,707	75,000	60,000	6,000	101,319	39,412	10	25	121	89	2d Mortgage.....	100,000	7	M. & N.	1891							
Oct. 31, '74	5.32	123	21		Lombard and South st. (Ph.) Pa.	179,816	150,000			101,319	39,412	10	25	121		Germantown:											
Sept. 30, '74	4.87	43	12		Lowell Horse.....Mass.	97,309	93,100	4,500	29,317	29,317	243		100	100		1st Mortgage.....	250,000	7	J. & D.	1879							
Oct. 31, '74	12.02	241	37		Lynn and Boston.....Mass.	291,296	200,000	35,500	57,009	168,956	14,317		100	100		2d Mortgage.....	100,000	7	J. & J.	1881							
Sept. 30, '74	8.40	54	15		Medford & Charlestown (B'tn) Mass.	33,414	21,000			800	780	3	100	100		Grand St. P. P. & Flatbush:											
Sept. 30, '74	5.30	54	15		Merrimack Valley.....Mass.	80,390	50,000			36,083	2,571		100	100		1st Mortgage.....	203,000	7	"	1891							
Sept. 30, '74	49.24	1396	236		Metropolitan (Boston) Mass.	2,621,613	1,500,000	187,000	884,196	1,093,888	150,802	84	100	100	70	Grand St. & Newtown:											
Sept. 30, '74	15.97	312	63		Middlesex (Boston) Mass.	684,881	400,000	226,000	235,518	252,795	63,293		100	100		1st Mortgage.....	90,000	7	A. & O.	1887							
Sept. 30, '74	3.82	33	8		New Bedford & Fairhaven Mass.	80,830	50,000			29,230	24,193	1,973		100	100		Green and Coates street:										
Sept. 30, '74	6.37	32	8		Newburyport & Amesbury Mass.	46,854	37,250			9,734	1,351		100	100		1st Mortgage.....	100,000	7	J. & J.	1878							
Sept. 30, '74	4.00	2	16		New York Elevated.....N.Y.	1,500,000	798,300			108,321	51,047	2,072		100	100		Harl. Br. Morris' & Fordh:										
Sept. 30, '74	7.50	47	9		New York & Flatbush N.Y.	600,000	300,000	300,000	9,297	74,480	10,010		100	100		1st Mortgage.....	133,000	7	"	1889							
Sept. 30, '74	6.10	240	30		Ninth Avenue (N.Y. City) N.Y.	999,422	797,320	207,000	19,708	104,794	10,422		100	100		Heston, Mantua & Fairm:											
Sept. 30, '74	3.20	13	2		Northampton.....Mass.	50,125	50,000			7,965	6,812		100	100		1st Mortgage.....	125,000	6	J. & D.	1880	98						
Sept. 30, '74	11.24	154	38		North 2d St. & Middle Vil. N.Y.	223,183	134,600	25,000	66,967	81,289	2,074		100														

Finances of Ohio.

We give below in full the Semi-Annual Report of the Commissioners of the Sinking Fund to the Governor:

SINKING FUND.

The payments into the State Treasury to the credit of the sinking fund, and the disbursements from said funds, for the period covered by this report, six months ending November 15, 1875, were:

Receipts:

Balance subject to draft, May 16, 1875	\$669,576 56
Taxes	572,266 68
School lands, section 16	24,162 08
School lands, section 29	442 88
School lands, Virginia Military	200 00
Surplus revenue	358 09
Canal lands	4,000 05
Agricultural and Mechanical College fund	1,207 50
S. S. Rickly's assets	1,471 80
General revenue fund, repayment ..	130,000 00
Returned from New York	3,350 60
	\$1,407,036 24

Disbursements:

Principal of funded debt, \$18,019 58	
Interest on funded debt, 254,830 17	
Interest on irreducible debt	10,000 00
Expenses	1,107 85
	283,957 60

Balance subject to draft, Nov. 15, 1875

The sum of \$2,500 was on deposit with the American Exchange National Bank, New York city, for the redemption of the loan of 1868, still outstanding though not bearing interest; and the true balance of the sinking fund, therefore, was \$1,125,578 64.

PUBLIC FUNDED DEBT.

Owing to the inability of the Commissioners to make purchases of Ohio State stocks at reasonable rates, no material change has been made in the amount of the funded debt of the State since our last report; nor, we may add, was it reduced any great extent during the entire fiscal year. The reductions for the year amount to only \$38,285 18, of which all but the sum of \$5,270 should be credited to the last six months. The changes since the 15th of May last were as follows:

The amount of the outstanding funded debt of the State on the 15th of May, 1875, was

The redemptions were:	
Loan of 1870	\$15,000 00
Loan of 1875	18,015 18
	33,015 18

Outstanding Nov. 15, 1875

This sum consists of the following loans:

Foreign debt—payable at New York:

Loan payable July 1, 1868, not bearing interest	\$2,500 00
Loan payable after December 31, 1875, bearing 6 per cent interest ..	1,473,114 82
Loan payable after June 30, 1881, bearing 6 per cent interest	4,072,640 30
Loan payable after December 31, 1886, bearing 6 per cent interest ..	2,400,000 00

Total foreign debt

Domestic debt—payable at Columbus:	
Canal loan, not bearing interest	1,665 00

Total funded debt

It will be observed that the sum of \$1,473,114 82 of the funded debt becomes payable at the pleasure of the State after Dec. 31, 1875, though in financial it is regarded as maturing on the 1st day of January next, and will then cease to be

called at the New York Stock Exchange. The condition of the sinking fund will not be such as to enable the Commissioners to redeem all of the loan in question at that time, and, in consequence of that fact, they have notified the holders of only \$868,230 47 thereof to present their certificates to the American Exchange National Bank, New York city, for payment on that day, when interest thereon will terminate. An extension of three months in which to pay the remainder of the loan, \$604,884 85, has been very promptly and cheerfully granted by its holders, and through the receipts from taxes and the repayment of the \$450,000 temporarily transferred to the Asylum fund two years ago, it is expected that the Commissioners will be in possession of funds to retire the uncalled for balance within the period stated.

NEW YORK AGENT.

The American Exchange National Bank still acts as the disbursing agent of the Commissioners at New York city, and the readiness, promptness and fidelity that continue to characterize its discharge of the duties connected with that position without cost to the State, merit at least a recognition of the services so rendered.

Respectfully submitted,

JAMES WILLIAMS,
Auditor of State,
WILLIAM BELL, JR.,
Secretary of State,
JOHN LITTLE,
Attorney General,

Commissioners of the Sinking Fund.

United States Mint.

Dr. Linderman, Director of the Mint, has made his report to the Secretary of the Treasury. It shows the operations of the Mint and Assay offices for the fiscal year ended June 30, 1875, from which it appears that the amount of gold and silver deposits and purchases, coins struck and bars manufactured were as follows:

Gold deposits	\$43,152,584 50
Silver deposits and purchases	18,504,406 07

Total amount received and operated upon

Deducting redeposits, bars made and issued by one institution and deposited at another the deposits were:

Gold	\$38,556,293 90
Silver	16,070,626 54

Total

COINAGE.

	Pieces.	Value.
Gold	1,739,062	\$33,553,965
Silver	22,823,216	10,070,368
Minor	14,629,500	230,375

Total

The total gold and silver bullion deposited and purchased, including redeposits, was as follows:

Mint at Philadelphia	\$9,804,788 23
Mint at San Francisco	31,489,397 90
Mint at Carson City	5,570,968 32
Mint at Denver	992,119 49
Assay Office, New York	13,475,247 12
Assay Office, Boise City, Idaho T. ...	117,779 48
Assay Office, Charlotte, N. C.	6,690 03

The coinage at the different mints was as follows:

Mint at Philadelphia—Gold coinage 278,258 pieces, value \$5,162,870; silver trade dollars 476,800 pieces, value \$476,800; silver subsidiary coin 11,010,400 pieces, value \$3,168,710; minor do. 14,629,500 pieces, value \$230,375; total 26,394,958 pieces, value \$9,038,755.

Mint at San Francisco—Gold coinage 1,330,000 pieces, value \$26,200,000; silver trade dollars 2,379,000 pieces, value \$3,379,000; silver subsidiary coin 4,895,000 pieces, value \$948,000; total 9,604,000 pieces, value \$30,527,000.

Mint at Carson—Gold coinage 130,804 pieces, value \$2,191,096; silver trade dollars 1,841,700 pieces, value \$1,841,700; subsidiary coin 1,220,316 pieces, value \$256,158; total 3,192,820 pieces, value \$4,288,953.

Total coinage 39,191,778 pieces, value \$43,854,708.

Wisconsin Central Railroad.

The Milwaukee Wisconsin says that nearly ten miles of this road have been graded and the iron track laid south of Stevens Point on its extension towards Portage City. Mr. Phillips, the General Manager, expresses the conviction that eighteen or twenty miles more of the track will be laid before the close of the winter work. The season, so far, has been very favorable. It may not continue so, and therefore it is uncertain how many miles of track will be laid down before the first of February. But the general outlook now promises that the road will be in complete running order from Stevens Point to Portage City, 70 miles, by the 4th of July, 1876.

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FAIRBANKS & CO., 335 Broadway, Albany, N. Y.
FAIRBANKS & CO., 403 St. Paul's Street, Montreal.
FAIRBANKS & CO., 34 King William St., London, Eng.
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.
FAIRBANKS & EWING, Masonic Hall, Phila., Pa.
FAIRBANKS, MORSE & CO., 111 Lake St., Chicago.
FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.
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FAIRBANKS & HUTCHINSON, San Francisco, Cal.

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Official List of Patents Issued by the United States Patent-Office.

[FOR THE WEEK ENDING NOVEMBER 26, 1875.]

MECHANICAL AND RAILROAD.

- 169,610. Railroad Switches, John L. Arms, New Orleans, La.
- 169,624. Car Couplings, R. A. Cowell, Cleveland, Ohio.
- 169,646. Rolls for Rolling Blanks for Pole-caps, W. J. Lewis, Pittsburg, Penn.
- 169,664. Car-axle Boxes, George Williams, Mystic River, Conn.
- 169,676. Water Regulators and Indicators for Steam Boilers, Dexter Cook, Elmura, Ohio.
- 169,717. Rail Join's, Geo. A. Mead, Salem Centre, N. Y.
- 169,719. Governors and Cutoffs for Steam Engines, Martin D. Miller, Oswego, Kansas.
- 169,723. Machines for Making Tubing, Geo. H. M. Munt, Church Hill House, Handsworth, England.
- 169,786. Tempering and Forming Articles of Steel, G. F. Simonds, Fitchburg, Mass.
- 169,741. Time Signals for Railroads, Joseph A. Talpey, Somerville, Mass.
- 169,758. Sectional Steam Boilers, V. D. Anderson, Springfield, Ohio.
- 169,791. Metallic Arched Truss Bridge, J. B. Eads, St. Louis, Mo.
- 169,792. Car-axle Boxes, Jas. Eccles, Philadelphia, Penn.
- 169,793. Manufacture of Spiegleisen, Jas. H. Etheridge, Chicago, Ill.
- 169,804. Pawl and Ratchet Mechanisms, G. D. Hamblin, Devring, Mo.
- 169,810. Alloys for Preventing Incrustation upon Metals, O. Holden, New York.
- 169,811. Switch Signals, John Imray, No. 20 Southampton Buildings, Chancery Lane, England.
- 169,815. Steam Governors, Junius Judson, Rochester, N. Y.
- 169,819. Elevated Railways, Alfred E. Lozier, New York.
- MINING.**
- 169,713. Ore Roasting furnaces, H. G. Livermore, San Francisco, Cal.
- SHEET METAL.**
- 169,761. Manufacture of Stove Pipes, Lafayette Bomeroft, Springfield, Ohio.
- 169,764. Punching Machines, Ferdinand Deming, Waterbury, Conn.
- 169,820. Soldering Tools, Wm. S. Macqueen, Philadelphia, Penn.
- 169,863. Machines for Making Pipe Elbows, Andrews Syverson, Chicago, Ill.
- 169,878. Manufacture of Metal Tubing, Stephen W. Wood, Cornwall, N. Y.

John C. Holland has been elected President, H. H. Graue Treasurer, and W. W. Orndorff Secretary of the Baltimore, Catonsville and Elliott's Mills Railroad Company. During the past year 241,269 passengers were carried, against 251,072 the previous year, a decrease of 9,803. The ordinary running expenses of the company were also reduced, but extraordinary expenses had been incurred in renewing a portion of the track. During the year a dividend of eight per cent was declared on the stock.

The Executive Committee of the Connecticut Valley Railroad Company have leased the new Connecticut Central Railroad at an annual rental of \$25,000. This includes that part of the road in Connecticut extending from East Hartford to the Massachusetts State line, a distance of 21 miles. The remaining 7 miles to Springfield are under negotiation. The new road will be opened to travel by about the middle of December, and will give to the Valley road 79 miles, from tide water at Saybrook to Springfield, where there are important connections opening up large freighting facilities.

The first regular train over the New York and Canada Railroad from Montreal arrived at Whitehall on the 29th ult., making the run in eight hours. The road is now open for traffic.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

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THE JAMES CEMENT CO.

Manufacture a superior quality of **ROSENDALE CEMENT**, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

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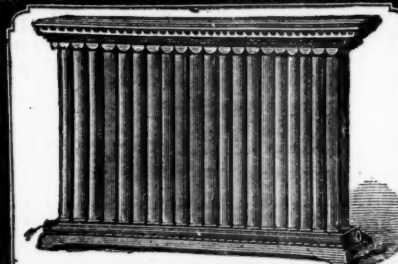
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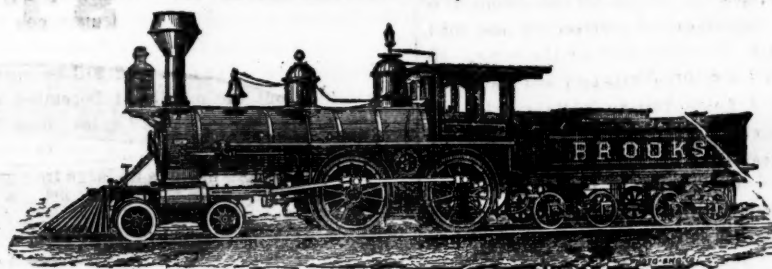
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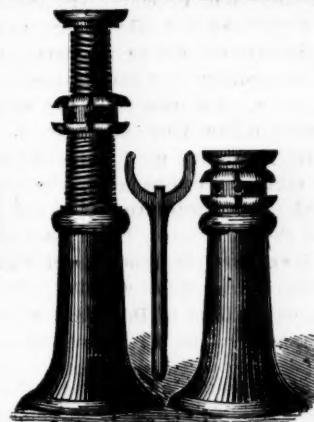
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The Dickson Manufacturing Co. of Scranton.

Chesapeake and Ohio Railroad.

In the United States Circuit Court of Richmond, Va., on the 27th ult., Hon. Wm. M. Evarts, of New York, counsel for the Chesapeake and Ohio Railroad Co., made a motion for the dismissal of proceedings, appointing a receiver for the road, and looking to an early sale of the same. He contended that the jurisdiction in the matter belonged to the State and not to federal courts. He cited numerous decisions of the United States Supreme Court bearing on the question to establish possession. Judge Thompson, of New York, counsel for the plaintiff, stated that after examining authorities he was satisfied that this court had no jurisdiction. Judge Bond after stating that the court was not ready to hear such motion by request of counsel fixed the 20th of December as the time, and Alexandria as the place for the next hearing of the case. It is expected that the effect of this will be that Mr. Henry Tyson, of Baltimore, the receiver appointed by Judge Bond, will still hold on until the 20th of December, and that the old officers of the road will take charge again, and the old management will be reinstated until such time as the creditors may choose to proceed in the State courts. The trustees in two of the mortgages reside in New York, and from the interests they represent they must be defendants. Therefore no argument can be made which will give the United States courts jurisdiction, and the result must be the dismissal of the present proceedings. It is expected that Chief Justice Waite, by request of Mr. Evarts, will sit with Judge Bond at Alexandria, on the 20th of December, when a decision will be rendered on the above motion.

The completion of the Emmittsburg Branch Railroad seven miles long, from Emmittsburg, Md., to Rocky Ridge station, on the Western Maryland railroad, was celebrated on the 27th ult. by an excursion to Baltimore.

Phoenixville Bridge Works

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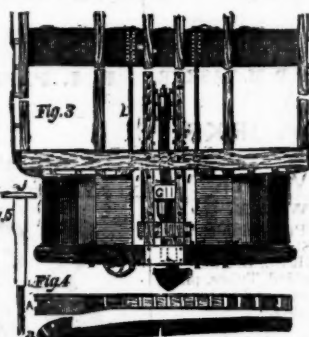
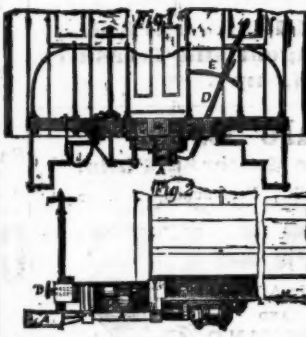
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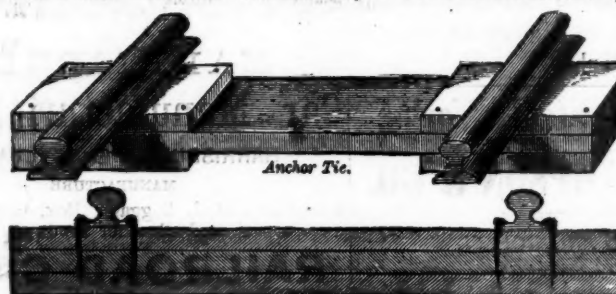


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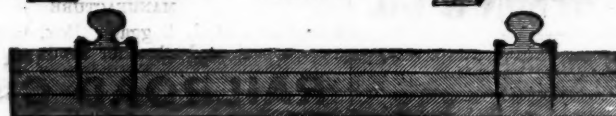
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These Ties are now offered to the Railroad public with the assurance that they will meet the growing want of an improvement in this branch of Railroad industry. The Tripler Tie has had three years' severe test on one of the principal roads of this State, and has more than come up to the expectation of the inventor.

These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock.

The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year.

Some of the Ties which have been in use three years are now in the office of the company for inspection.

For further particulars, testimonials, &c., apply to

A. B. TRIPLER, Agent, 235 S. Third Street.

N. B.—Those Roads wishing to adopt this Tie, situated at a distance from the factory, the T. R. C. T. Co. are prepared to put up work as near as possible to the line of the road, thus saving the cost of transportation.